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TIME-TABLE.

WEEK DAYS

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	9.15	10.30	12.00	1.15	3.30	7.10
Yauwatt...Dep.	6.50	9.25	10.40	12.10	1.25	3.40	7.20
Shatin...Dep.	7.02	9.36	10.51	12.21	1.36	3.51	7.31
Taipei...Dep.	7.16	9.49	11.04	12.34	1.49	4.04	7.44
Taipei Market...Dep.	7.21	9.55	11.10	12.39	1.53	4.08	7.49
Fanning...Dep.	7.32	10.05	11.20	12.48	2.03	4.19	7.58
Shungshui...Dep.	7.36	10.07	11.22	12.52	2.07	4.23	8.02
Shumchun...Arr.	7.42	10.13	11.28	12.58	2.13	4.29	8.08

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shumchun...Dep.	7.51	10.25	11.40	1.00	4.17	5.33	6.08
Shungshui...Dep.	7.53	10.27	11.42	1.02	4.19	5.35	6.10
Fanning...Dep.	7.58	10.32	11.47	1.07	4.24	5.40	6.15
Taipei Market...Dep.	8.02	10.36	11.51	1.11	4.28	5.44	6.19
Taipei...Dep.	8.06	10.40	11.55	1.15	4.32	5.48	6.23
Shatin...Dep.	8.16	10.50	12.05	1.25	4.42	5.58	6.33
Yauwatt...Dep.	8.21	10.55	12.10	1.30	4.47	6.03	6.38
Kowloon...Arr.	8.26	11.00	12.15	1.35	4.52	6.08	6.43

SUNDAYS AND PUBLIC HOLIDAYS

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	9.15	10.30	12.00	1.15	3.30	7.10
Yauwatt...Dep.	6.50	9.25	10.40	12.10	1.25	3.40	7.20
Shatin...Dep.	7.02	9.36	10.51	12.21	1.36	3.51	7.31
Taipei...Dep.	7.16	9.49	11.04	12.34	1.49	4.04	7.44
Taipei Market...Dep.	7.21	9.55	11.10	12.39	1.53	4.08	7.49
Fanning...Dep.	7.32	10.05	11.20	12.48	2.03	4.19	7.58
Shungshui...Dep.	7.36	10.07	11.22	12.52	2.07	4.23	8.02
Shumchun...Arr.	7.42	10.13	11.28	12.58	2.13	4.29	8.08

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shumchun...Dep.	8.12	10.46	11.40	1.00	4.17	5.33	6.08
Shungshui...Dep.	8.14	10.48	11.42	1.02	4.19	5.35	6.10
Fanning...Dep.	8.19	10.53	11.47	1.07	4.24	5.40	6.15
Taipei Market...Dep.	8.23	10.57	11.51	1.11	4.28	5.44	6.19
Taipei...Dep.	8.27	11.01	11.55	1.15	4.32	5.48	6.23
Shatin...Dep.	8.37	11.11	12.05	1.25	4.42	5.58	6.33
Yauwatt...Dep.	8.41	11.15	12.09	1.29	4.46	6.02	6.37
Kowloon...Arr.	8.46	11.20	12.14	1.34	4.51	6.07	6.42

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shatin...Dep.	7.45	11.30	12.20	1.00	4.15	5.30	6.00
Shumchun...Arr.	8.40	12.25	1.15	1.00	4.15	5.30	6.00

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shatin...Dep.	7.45	11.30	12.20	1.00	4.15	5.30	6.00
Shumchun...Arr.	8.40	12.25	1.15	1.00	4.15	5.30	6.00

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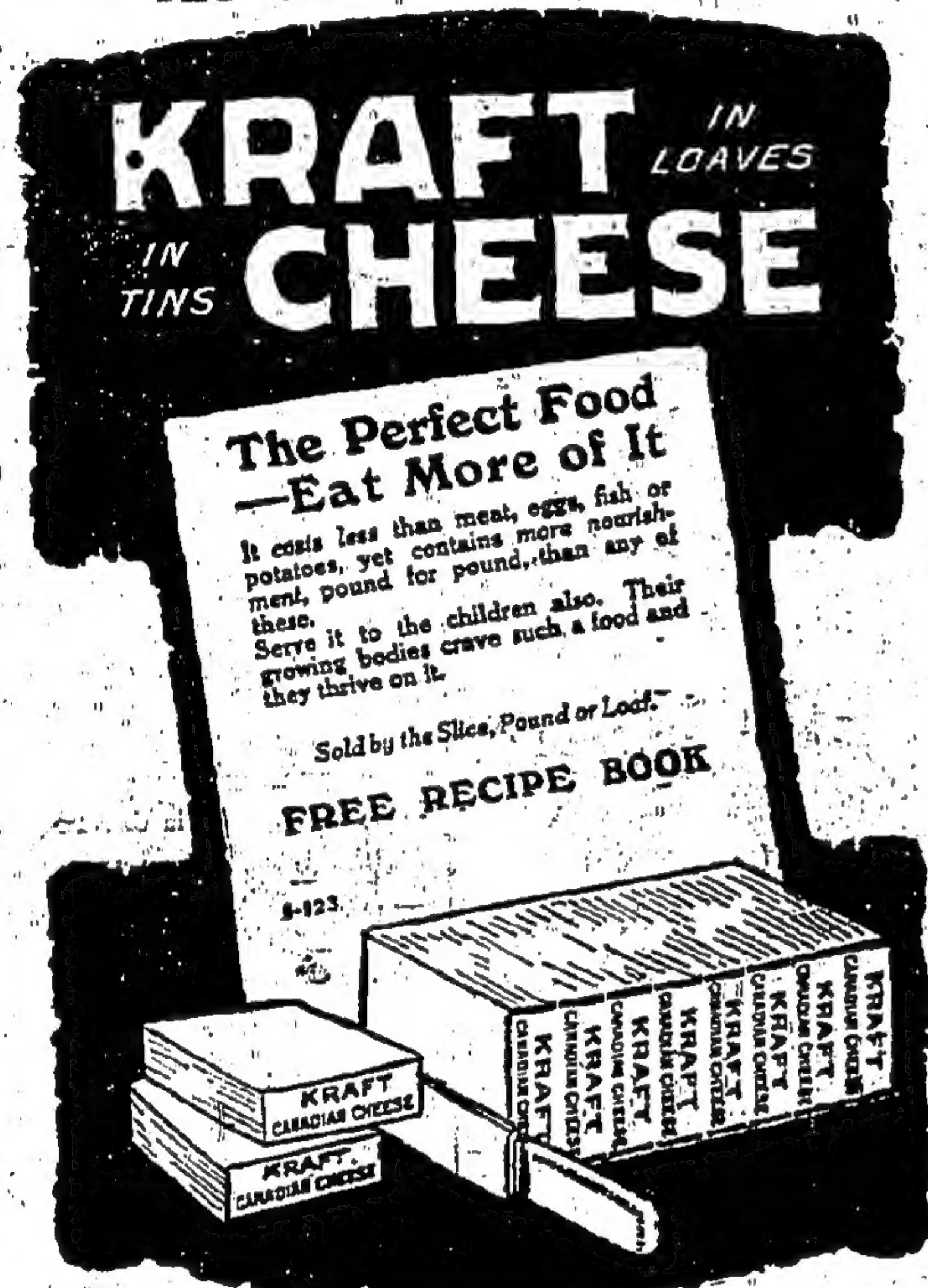
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SCOTTISH LETTER.

THE PRINCE IN SCOTLAND.

A GRAND LODGE FUNCTION.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, November 28th.

The St. Andrew's Festival of the Grand Lodge of Scotland will have a particular interest this year for Scottish Freemasons throughout the world, as it will be honoured by the presence of His Royal Highness the Prince of Wales. The present Grand Master Mason, the Earl of Elgin and Kinnaird, has during his term of office specially desired a visit from His Royal Highness to the Grand Lodge, and when it was learned early in the present year that the Prince was likely to visit Edinburgh steps were taken to ascertain whether a Grand Lodge function could be included in his engagements. To the gratification of all engaged, the answer was in the affirmative. The principal business before Grand Lodge will, of course, be the conferring of honorary membership upon H.R.H. the Earl of Elgin, and upon H.R.H. the Duke of Connaught and Strathearn, is appointed for life, as are the Provincial Grand Masters also under the English Constitution. In our more democratic organisation the Grand Master Mason is elected by Grand Lodge each year. In some cases a second, and in special cases even a third, term has been given the present occupant of the throne having completed his third term. Only on very rare occasions has this period of three years been exceeded. The honour falls to the Right Hon. the Earl of Stair, D.S.O., the present Grand Master Depute. It is expected that according to established custom the Right Hon. Lord Blythwood, the present Substitute Grand Master, will be promoted to the Depute's chair, an appointment which would be popular with craftsmen throughout the West of Scotland. Lord Blythwood is at present Senior Grand Warden of the Grand Lodge of England. The Grand Master Depute and Substitute Grand Master are not elected by Grand Lodge, the appointment being in the hands of the Grand Master Mason on his election each year.

HOMES TO THE PRINCE.

The Countess of Minto will not lack subjects of common interest to both when she is hostess to the Prince of Wales during his visit to the Borders. She was brought up in the Canada to which the heir to the Throne has given so gratifyingly large a share of his affections, and the ranch acquired by Lord Minto in Alberta some years ago is only a few miles south of that owned by the Prince. Even without so fruitful a subject of conversation, Lady Minto would not lack topics, since she is naturally a good and vivacious talker and unusually well informed. The party at Minto House to meet the Prince will consist largely of young people, including the Earl and Countess of Haddington, the latter of whom is Lady Minto's sister. Lord Minto was best man at his wedding in Montreal a year ago. Minto House, near Hawick, makes no claim to be among the finest and largest of the "stately homes" of Scotland, but it is one of the most pleasant and homelike among them.

FREEMASONRY IN GLASGOW.

An event of more than ordinary interest to Freemasons in the West Country took place in Glasgow Trades House, Glasgow, when the Earl of Elgin, Grand Master Mason of Scotland, installed Brother M. W. Montgomery, Lord Provost of Glasgow, as Master for the ensuing year of the Trades House of Glasgow Lodge. The occasion was unique in respect that Brother Montgomery holds the offices of Lord Provost of the city, Dean of one of its Incorporated Churches, and Master of one of its Masonic Lodges at the same time. No such triple honour has hitherto been known in the city's history. The lodge is composed of brethren whose first qualification is being a member of one of the 14th incorporated bodies of the Trades House, and is therefore distinctly a class lodge.

THE POLITICS OF BURNS.

From the way in which Burns is quoted on political platforms and by the huge army of open-air preachers of social reform, one can only conclude that the intention of the orators is to represent Burns as the outstanding Extremist of his generation. In some of his earlier poems, as, for instance, his "Epistle to Davie," the case for Labour is put in the strongest of lights, and enforced with such the same arguments as the Socialist of to-day has rendered us so familiar with; but the whole volume of his poetry and prose will be searched in vain for a single line that expresses the slightest sympathy with the doctrines of the Bolshevism, Communism, and Socialism which are now so loudly proclaimed from the house-tops. Burns's philosophy was on a higher plane; his opinions were founded on the axioms of political ethics which apply to all parties, alike, and which have been subscribed to by all sensible men who have thought seriously on the subject. A short compendium of his political creed, written the year before his death, will be found in "Does Haughty Gaul," a composition which effectually disposes of the mythical tradition that he was a disloyal subject and a Revolutionist. The three parties referred to were not in existence, at least in this country, in Burns's day; and we have set them down separately, not yet gone far enough for an observer to decide whether the rival tenets are to remain distinct, or be incorporated in a single comprehensive creed. Whatever

may be the ultimate outcome, the recent appeal to the electorates has proved that, when put to the test, similar proposals will again arouse the settled convictions of the British people, which are as overwhelmingly hostile to "interference in British affairs by any foreign tinkler" as Burns declared himself to be in the era of the French Revolution. To Burns, party shibboleths had no meaning; party warfare was merely a source of amusement, and he invariably treated it with derision. When the Dumfries Burghs election was in full swing in 1788, he wrote to Provost Maxwell that he would like to be present on a "field day" when Dukes, Earls, and Knights paid their court to wens, tailors, and cobblers, "not that he cared" three ships of a che dog for the politics, "but because he desired to witness for himself such an exhibition of human nature. When called upon to act, he gave his support neither to Ministers nor measures, but to men whom he knew to be men of 'acres and worth,' no matter what might be their party credentials and colours."

THE HAGGIES.

Deceived by the honours paid to the Great Chieftain of the Puddin'-race, the late Mr. Crossland spoke of the Scots as a people who fed on "effa." Apparently this kind of criticism has worried London Scots. An official of the St. Andrew's Day Association in London refers to the haggies, one knows not why, as "the world's unluckiest dish." At the dinner of the Association at the Savoy on St. Andrew's Day the haggies is to be offered to English guests as a free extra and is to be trumpeted out of the dining-hall by English trumpeters. This will signify the passing of the haggies into English hands. The shepherd of the Hebrides, placed far amid the melancholy main, will probably remark that the dinner itself, which is to be held on a Sunday, signifies the abandonment of a Scottish institution even more important than the haggies.

PERSONALIA.

Poets are apparently not without honour in their own country, although prophets may sometimes be frowned upon. I hear, for instance, that Charles Murray, of "Hamewith" fame, who has just returned from South Africa with his native Donside, is to receive a well-merited tribute from his friends in Aberdeenshire.

Mr. R. A. L. Balfour, who is engaged to be married to Miss Jean Cooke, daughter of Canon and Mrs. Cooke, of Guildford, evidently intends, after his marriage, to spend a good deal of his time at Whittingham, the family place in East Lothian. It can only be with this view that he has accepted membership of the Whittingham Parish Council. Mr. R. A. L. Balfour is, after his father, Mr. Gerald Balfour, heir to the Whittingham estate and to the title of Earl of Balfour.

THE ALL-BLACKS AND SCOTLAND.

The unbroken succession of victories gained by the New Zealanders in England has deepened the sense of regret that the Scottish Rugby public is to have no opportunity of seeing this brilliant combination take the field. The trouble is a most unfortunate one. It has been said on behalf of the Scottish Rugby Union that the reason why it would not arrange matches with the All-Blacks was that the English Union had invited the team, while it has been previously agreed that such invitations should be extended by the International Board of Rugby only. Our Union is an autocratic, even a tyrannical body, and by no means represents the rank and file of Scottish Rugbymen. There is no hope of their giving way in the very slightest. The feelings of the New Zealand Rugby football team have been so worked up that they are represented as perfectly disgusted with Scotland. They will not have a Scot to referee one of their matches, and they are said to "have done" with Scotland for ever. This is very awkward, because when these gentlemen go home they will give us a bad name with their fellow countrymen, some with their fellow who are of hundreds of thousands of whom are of Scottish descent. We admit that this is probably ranking the worst of an episode which has so far attracted the attention only of those interested in sport. Still it is disagreeable to find that a party of New Zealanders visiting the Mother Country for sport should feel that they have been outrageously treated by Scotsmen, while English, Welsh, and Irish are delighted to meet them, and play the game with them. There is talk in the South of the London Scots putting a team in the field but the All-Blacks are so incensed at the Scottish boycott that they are not likely to entertain the suggestion for a moment.

FAMOUS ATHLETES.

Although various rumours have been going round to the contrary it is now definitely settled that both H. M. Abrahams and Eric Liddell, the respective winners of the 100 and 400 metres at the Olympic Games, last July, have now finally retired from the track. Abrahams' work at the bar will no longer give him the leisure necessary for sprint work, although he intends to go in for the long jump and hop, step, and jump when the athletic season starts again. Liddell, as I have already written you, has decided to go out to China to teach in a missionary school there early in the spring. Efforts were recently made to get Liddell, Abrahams, and Lowe to go to Japan for the purpose of taking part in athletic contests and lecturing in schools and Universities. Abrahams and Liddell, however, had to decline owing to the calls of their professions, and Lowe is likely to accept, and will probably go on to Japan after he has run in America with the combined Oxford and Cambridge team in the summer.

The Indian Government proposes to give protection to the iron and steel industry by means of bounties instead of increased tariffs as recommended by the Tariff Board.

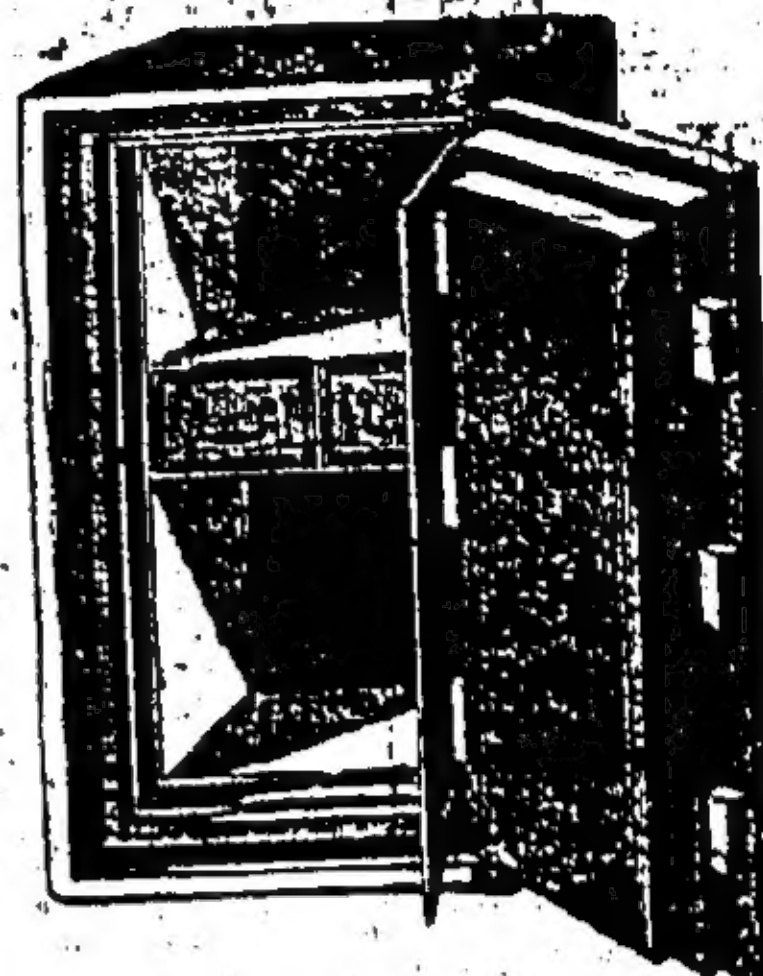
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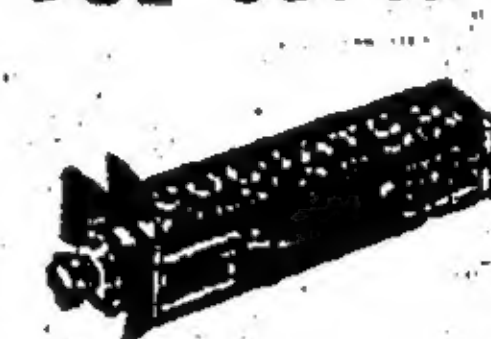


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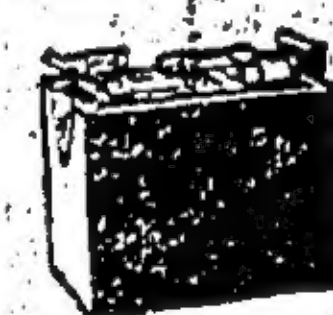


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Dependable Powerful Economical

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THE HONGKONG & SHANGHAI HOTELS, LTD.

If you value your health

The days in which we live render it more difficult to maintain a condition of perfect health all the time. The system gets run-down, with rush and worries.

Hence the necessity for a health-building medicine—one which will assist the restoration of health and will build up the system. Health-building is greatly facilitated by the regular use of Beecham's Pills.

A sound digestion and a perfect assimilation are the foundations of Good Health. You may have these by taking

BEECHAM'S PILLS

SPECIFY
S. K. F.
BALL BEARINGS
ON ALL MACHINES YOU ORDER

We can supply Bearings for all kinds of Machines.
POWER SAVING. NO HOT BEARINGS.
SELF ALIGNING REQUIRE LESS ATTENTION.

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TO-DAY, at 5.15 & 9.15 p.m.
The Pick of the Pictures

FIRST NATIONAL PICTURES
PRESENTS

STRONGHEART

The Wonder-dog

"THE SILENT CALL"

The story of a mighty dog that guarded a girl and
guided her to love in the hills of thrills.

AT ORDINARY PRICES.

TO-DAY, at 2.30 & 7 p.m. sharp.

Another Big Chinese Masterpiece

STAR MOTION PICTURE CO.
PRESENTS

"THE BETRAYER"

Their most recent Chinese Love Drama in twelve parts.

NOTICE OF REMOVAL.

HONGKONG ENGINEERING & CONSTRUCTION CO., LTD.

On and after the 1st JANUARY, 1925, the Head Office
(and Registered Office) of the above Company will be
situated on the THIRD FLOOR of St. GEORGE'S BUILDING,
CHATER ROAD, HONGKONG.

Telephones ... Central 4581 (two lines).
Postal Address ... P.O. Box 583, Hongkong.
Telegrams ... "FERROCONCO," Hongkong.
Code ... Bentley's.

THE STAR

TO-NIGHT, at 9.15 p.m.

H. M. S. DURBAN

THE PANTALONATICS

10-TALENTED ARTISTS-10

A CLEVER AND NOVEL REVUE

Prices:

Stalls & Circle \$2.00; Pit \$1.00

By kind Permission of

Captain J. C. Hamilton, R.N.

Note

50% of Nett Proceeds will be given
to Charity.

BUSINESS OUTLOOK IN AMERICA.

Mr. Richard F. Grant, President of
the Chamber of Commerce of the United
States is the author of the following
statement:—

"The business outlook is distinctly en-
couraging."

The business man can now go ahead
with the assurance that the country
is sound at heart and is going to stand
by our long-tried, fundamental prin-
ciples.

This will reflect itself in all lines of
trade and particularly in our basic com-
modities. We may confidently expect
increasing volume in all these lines and
a year of unquestioned prosperity in 1925.

Maintenance of large distribution of
merchandise into consumption may be
expected. The readjustments in prices
among different classes of commodities
that has resulted from earlier events in
1924 are having their effect. The index
number of all wholesale prices has
changed but little during the year, but
prices for many commodities that have
been depressed have moved upward and
prices of some other groups that were
well above the general level have shown
appreciable declines.

The result is stimulating to general
consumption, and the stimulus to
consumption is working back to pro-
ducers.

In so large a country with such a
diversity of businesses as the United
States conditions are never quite uni-
form throughout. There will always
be dark spots with pressing problems.

When improvement is widely recorded
however, and the fundamentals underly-
ing the business structure, the finance
and transportation services are sound
and in a condition to lend ready sup-
port, we can look for business develop-
ments of a satisfactory sort.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS

JANUARY 5TH, 1925	
Hongkong and Shanghai	
Banks	\$1,120 b.
Canlon Insurance	\$755 b.
Union Insurance	\$750 b.
Hongkong Fire Insurance	\$710 b.
Deutsche Bank	\$56 nom.
H.K. C. & M. Steamboats	\$334 nom.
"Star" Ferries	\$138 b.
China Sugars	\$89 s.
Langkats (combined)	Tls. 23 b.
Kowloon Wharves	\$213 sa.
Whampoa Dock	\$150 b. \$151 sa.
Shanghai Docks	Tls. 12 b.
Hongkong Wharves	Tls. 210 b.
New Baginverine	Tls. 7.40 nom.
Hongkong Lands	\$104 b.
Hongkong Hotels	(old) \$152 b. \$19 sa. (new) \$181 sa.
Humphreys Estate	\$214 b.
Ewo Cotton Mills	Tls. 12.50 b. Tls. 12 sa.
Shanghai Cottons	(old) Tls. 50 (new) Tls. 53 nom.
Oriental	Tls. 3.90 b.
Cements	\$33 b.
Hongkong Bopes (combined)	\$58 nom.
China Provident (combined)	\$34 b.
Dairy Farms	\$25 b.
Waterboats	\$18 b.
Watsons	(old) \$24 (new) \$12 b.
Hongkong Electric	\$15 b. \$16 sa.
China Lights	\$25 s. & sa.
Hongkong Trams	\$54 sa.
Peak Tramways (old) \$28 s. (new) \$11 nom.	
"Shell" Transports	\$90 b.
b—buyers; s—sellers; sa—sales.	

EXCHANGE.

Messrs. Roze Bros., of Hongkong, add
to their "Hongkong Exchange Quota-
tions during the month of December,
1924," the following summaries:—

	Silver	Gold	Yen	Yuan	Gold	Yuan
	(ready)	(ready)	(ready)	(ready)	(ready)	(ready)
Average Rate Dec.						
(1924)(Approx.)	2/4 1/2	143 1/2	55 1/2	10.20		
Highest Rate Dec.						
(1924)(Approx.)	33 1/2	2/4 1/2	144 1/2	55 1/2	10.40	
Lowest Rate Dec.						
(1924)(Approx.)	31 1/2	2/3 1/2	141 1/2	54 1/2	10.00	
Average Rate to date						
(1924)(Approx.)	2/4 1/2	126 1/2	52 1/2	10.10		
Highest Rate to date						
(1924)(Approx.)	2/5 1/2	144 1/2	55 1/2	14.00		
Lowest Rate to date						
(1924)(Approx.)	2/3 1/2	107 1/2	49 1/2	7.80		

YEARLY AVERAGES.

	Silver	Gold	Yen	Yuan	Gold	Yuan
	(ready)	(ready)	(ready)	(ready)	(ready)	(ready)
Average 1919	2/4 1/2	164 1/2	83 1/2	8.08		
" 1920	4/3 1/2	158 1/2	79 1/2	11.38		
" 1921	2/7 1/2	101 1/2	50 1/2	8.21		
" 1922	2/8 1/2	115 1/2	55 1/2	8.94		
" 1923	2/3 1/2	107 1/2	52 1/2	8.00		

MR. J. D. ROCKEFELLER'S FORTUNE.

One result of the cyclonic market in
New York has been an increase in J. D.
Rockefeller's fortune of 111,000,000 dol-
lars (\$22,200,000). His holdings in nine
Standard Oil units have increased by
over 58,000,000 dollars (about \$19,600,000).
The market value, while the dividends from
them will be a minimum of 13,000,000
dollars (about \$2,600,000). Trading con-
tinued at high pressure rails leading the
renewed advance. Three new records
were made on November 19th. The sales
exceeded anything in the history of the
exchange, the number of issues traded in
was the greatest, and the average for
representative industrial and railroad
stocks, was the highest. It is now frank-
ly admitted that many values are above
those warranted by the earnings. The
public is rushing into the market, which
is highly speculative, but there is no sign
yet of the inevitable reaction.

Mills spinning American cotton in
Lancashire are to extend working hours
to 3 1/2 per week.



Hope or Curiosity

I think sometimes the word "curiosity"
is just another name for "hope."
You might fancy that it was curiosity that
made you smoke your first Kensitas—no, sir,
it was really hope, the hope that you would
find Kensitas a really good cigarette, better
than the kind you had been smoking.

But it is a fact, sir, that after you smoked that first Kensitas
and experienced the cool, rare old blend of prime Virginia
you continued to smoke Kensitas, because you found that
Kensitas are "as good as really good cigarettes
can be."

Kensitas
the preferred cigarette

Manufacturers:
J. WIX & SONS LTD. 174-176 PICCADILLY LONDON W.1. ENG.
Wholesale only: DONNELLY & WHYTE, Distributors for Hongkong and
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Obtainable at:
Lane, Crawford,
Ltd.
Tobacconists, Filigian,
Grange-Bagpinner,
Tobacco Store,
and all high-class
Tobacconists.
At 95 cents
per tin of 50

A Mad Whirl of Life, Love and Luxury!

ALL the voluptuous, scintillating life of royal Austria, its colorful revelry—the
night life of Vienna at the height of its glory, the gayest, most fascinating city on
the globe. A magnificent, powerful picturization of the merry, go round of life,
whirling and spinning to the tune of pleasure—a mad whirl of love, life and luxury!



Starring

Mary Philbin and Norman Kerry

supported by a cast of exceeding brilliance in the greatest love story ever
told. It's love that makes the world go round; it's love that makes the
"Merry Go Round"! The Fascinating story of a love that outlived the
command of an emperor and the fate of nations! The picture of the year
See it now!

Shewing To-morrow at

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&

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THE OCEAN

ACCIDENT & GUARANTEE
CORPORATION, LTD.

Insure

MOTOR CARS & CYCLES

BAGGAGE

JEWELRY etc.

Agents

GILMAN & CO.,
LTD.

The News of the World foretold that
the New Year's Honours will create
Prince Henry as Duke of Edinburgh.
The title has been in abeyance since
1900.

THE CORONET

TO-DAY, AT

2.30, 5.15, 7.15 & 9.15 p.m.

ABSOLUTELY FINAL
PERFORMANCE IN HONGKONG

of

THE COVERED WAGON

Magnificent in its Scope;

Brilliant in Execution;

A Perfect Blending of Humour, Pathos
and Drama;

The High Water Mark of Moving Pictures!

Ask the Man who has seen it!

MACKINTOSH'S

Annual
SALE
of
MEN'S
WEAR

Starts on Monday, January 5th.

MACKINTOSH & Co., LTD.

MEN'S WEAR SPECIALISTS.

Alexandra Building.

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OF
JOHN BEGG

BLUE CAP
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SOLE AGENTS.

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Necklaces
Cigar Holders
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GUARANTEED REAL
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PRICE REASONABLE.

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18TH ANNIVERSARY

SALE.

Valuable Coupons Given Away.

For Every Dollar Purchase or Several Purchases
totalling A Dollar (after deducting the Discount) A
Five-cent Coupon will be given away.

THE WING ON CO., LTD.

OUR GREATEST SALE
NOW GOING ON!

An Unusual Opportunity to Purchase Reliable
Goods at Cheap Prices.

BARGAINS IN EVERY
DEPARTMENT.

COME AND CONVINCE YOURSELF OF
THE BARGAINS.

YEE SANG FAT CO.,

TELEPHONE C. 1355.

34, QUEEN'S ROAD.

HONGKONG HARBOUR DEVELOPMENT.

POLICY, CONTROL, MANAGEMENT
AND ADMINISTRATION.

Mr. John Duncan, Port Engineer of Hongkong, concludes his long Report on Harbour Development with the following observations:

In my opinion, a properly constituted Advisory Port Authority, Board, or, impartial Tribunal is the first need. It will be observed in Section I. of this report that the Economic Resources Committee in 1920 also advised the constitution of Port Authorities.

To enable the Government to appraise intelligently the needs of the Port, the Board should study and observe traffic and port conditions and advise and make recommendations as to whether the results of these studies indicate the desirability of greater channel accommodation by deepening the fairways; the provision of berths, increased storage space, road and railway transport facilities, bunkering, ship-repair and dry-docking facilities, cheaper handling facilities; change in the disposition of buoys, lights, etc.; modification of the tariffs or advice in any matters which concern the efficient working of the Port.

Whilst I have obtained much information to enable me to prepare this report, the various Schemes of Development are recommended with some reserve as the information available is insufficient from which to deduce with any degree of accuracy the nature and extent of actual requirements. In the light of further information the various schemes may require to be modified in detail.

So far the development of the Port has been left to private enterprise and adequate accommodation has not been made for shipping. Without the provision of the most economic handling and storage facilities possible, the present development together with the advantages of the security pertaining to British Administration, the Colony's banking facilities and its excellent harbour are unlikely to be sufficient inducement for the producer to send forward his traffic so that Hongkong may deal with the trade its strategic position should secure.

Private companies, however, can not be expected to meet the cost of development works which are necessary to secure true efficiency and economy in the handling of cargoes as the return on the capital cost is subject to trade being handled over the works constructed. In this respect it may be mentioned that the Port derives little benefit from the large trans-shipment business at Hongkong on through Bills of Lading. Nevertheless private enterprise should be encouraged rather than discouraged. All obstacles such as any pier rights or other domination of the water front in the way of creating modern accommodation for shipping should be removed if unable to be co-ordinated in the general plan of developments. Port facilities but in the service not only of the Colony but of South China and indeed of the many ports with which commerce is interchanged. The control of the Port itself and of port facilities as well as of all other matters relating to the waterways, construction of all port works under construction, and the general maintenance, amelioration and extension of the accommodation for the exploitation of the waters of the Colony should therefore be retained in the hands of the Government.

Since the shipping or godown companies themselves cannot be expected to initiate necessary reforms, Government should put into operation such works as are recommended and such extensions as with the advice of the Advisory Authority it is considered will best serve the interests of the Port. The construction of the quays, harbour roads and the carrying out of all necessary dredging should be undertaken by Government, which would lease the steamer berths to private operators on long term leases. The junk basins, being as necessary an adjunct to transport as roads and railways and at the same time providing shelter for small craft during typhoon weather should not be a charge on the lessee, however, should be required to provide the shed, cargo handling and all other facilities. In regard to the granting of exclusive and particularly long term leases for the use of the piers and wharves, it would seem well to observe some degree of caution. The recent experience in America has been that such leases may result in less efficient use of the facilities than is desirable for the best interests of the Port. A lessee, for example, may keep his wharf idle rather than permit its use by an actual or potential competitor or he may make such high charges as to drive business away from the port. This actually happened in New York during the Great War. If leases are made, they should preferably be in the form of first call on the berth, Government reserving to itself the right when the berth is vacant to assign to its vessels other than those belonging to the lessee or in which he may hold a direct or indirect interest.

CINEMA NOTES.

QUEEN'S THEATRE.

"The Silent Call," which is released through Associated First National Pictures, Inc., and said to be unique among motion pictures, will be the feature at the Queen's Theatre to-day. The story is a drama of the outdoor West. Beautiful exterior, a romance of the silent places of virgin forests and mountains, and the novelty of a dog in the leading role are the features that have commended this release to photography followers.

PREVENTION OF ARMS SMUGGLING AT SHANGHAI.

IMPORTANT RECOMMENDATIONS.

The Shanghai Municipal Council recently appointed a Special Committee to inquire into the question of the smuggling of fire-arms and to suggest what might be done to check it. The following report contains the recommendations made:

The Committee was appointed by the Council to inquire into the circumstances attendant upon the prevalence of arms-smuggling into Shanghai and its vicinity, and the close connection thereof with the prevalence of armed robberies, and to make recommendations to the Council with a view to the adoption of suitable repressive measures.

Two meetings have been held by the Committee on November 10th and November 24th, and the minutes of these meetings have been forwarded to the Council for information. A questionnaire was submitted to the Committee as a basis for discussion, and as a result of careful consideration the following recommendations were recorded:

SPECIAL DETECTIVES.

1.—That as the employment of detectives by certain shipping companies has led to most beneficial results, all the more important shipping companies should be asked to adopt like measures, both at ports of loading and on board the ship; also that with a view to making it more difficult for suspected persons to convey contraband aboard ship the Municipal Police should endeavour to secure the co-operation of the Police at Continental ports where it is known that arms and ammunition are taken on board.

2.—That the Commissioner of Customs be requested to address a letter to all shipping companies, calling their attention to the necessity of searches for contraband, being conducted by the ship's officers during the course of a voyage. If later, a seizure of arms and ammunition is made, a report would be called for from the Captain of the ship as to whether the search had been carried out.

3.—That the Commissioner of Customs should address a letter to the shipping companies emphasizing the importance of strict compliance by them with the conditions governing their annual guarantee.

4.—That Consular Courts of Inquiry be instituted on board ship in all cases where smuggled goods are found on board by the Customs' searchers. It is agreed that such Courts should act as expeditiously as possible.

PENALTIES AND POLICE.

5.—That representations should be made to the various Consuls for the infliction of the maximum penalty for the offence of 'arms smuggling' and where it is obvious that the maximum penalty is clearly insufficient to act as a deterrent against this offence, that the various Consuls who have as yet taken no steps towards such penalties being increased, be approached with the view of the necessary powers being obtained.

6.—That a special branch of the Municipal Police be instituted to function on the private docks, wharves, and jetties, between the Astor House and Yangtze-poo, for the purpose of preventing the landing, concealment and distribution of arms and ammunition, and that the owners of such private properties be addressed in order to obtain the necessary permission for the special branch of the police, which would be detailed solely for this purpose, to function on their properties.

7.—That an appeal be made to the Chinese Chambers of Commerce and the various institutions founded by the merchant classes for their co-operation in dealing with the general question of arms smuggling.

E. F. MACRAE (Chairman).

The Report is also signed by J. Cochett, E. S. Cunningham, P. Crepin, J. Harold, D. M. Ichiki, L. A. Lyall, H. M. Tibbey.

MELODY AND MIRTH.

THE PANTALOONATICS AT THE STAR.

OPENING TO-NIGHT.

The management of the Star in Kowloon have scored a veritable hit in securing the Pantaloontics for a two nights' run, beginning this evening.

What are the Pantaloontics? That may be asked in fairness by the amusement loving public. But the answer can best be had in person by the querist at the Star either to-night or to-morrow night. In anticipation, however, let it be said that they are a company of ten performers from H.M.S. Durban, who performed on the permission of Captain J. C. Hamilton, R.N., will present an entertainment ranking with the best ever seen at the Lyceum in Shanghai, according to the Times of that city.

The writer was privileged to see a full dress rehearsal of the Pantaloontics at the Star, where he was enthralled from start to finish of a really top-notch performance, with never a dull moment and never a hitch even for a rehearsal. Melody and mirth prevail throughout, and the whole is offered to the public at the very low prices of one dollar and two dollars, respectively. Fifty per cent of the net proceeds will be devoted to charity, which should be an additional reason for going to the Star to-night or to-morrow night. Seats may be booked at Montre's.

BIG HAUL AT MESSRS. WHITEAWAY'S.

COUP WORTHY OF LONDON CRACKSMEN.
LOOT ESTIMATED AT NEARLY \$10,000.

A daylight robbery which for daring and ingenuity is on a par with many of the exploits of trained cracksmen in the West End of London, was carried out during the week-end (presumably on Sunday) at the Des Vaux Road premises of Messrs. Whiteaway, Laidlaw & Co.

The thieves, who are believed to have been at least three in number, got successfully away with booty estimated at between \$8,000 and \$10,000 in value.

Expert examination of the premises yesterday showed that the miscreants must have got in by way of the staircase in the side entrance leading to Messrs. Douglas, Lapraik's offices. From the first floor landing of this stairway, they clambered through a window and made their progress along a passage-way between the old P. & Q. building and the premises which formed their objective. In order to gain access to these they had to negotiate a wide ledge or parapet leading to the verandah on the first floor. Here growler marks show how they broke in.

Once inside they made a thorough overhaul of the goods on the various floors, and carefully selected those which were most valuable and easily portable. Packed in their "swag" into two valuable leather suitcases from the shop's stock, they left by means of a small window giving on to the ledge by which they made their entrance, and regained the street by the way they had come.

When Messrs. Whiteaway, Laidlaw's staff arrived yesterday morning, they found the big store in a state of utter confusion. Drawers had been pulled out and overturned, goods of all descriptions were strewn about on the floors, and the searchers had been subjected to the thoroughness of the marauders' search.

One safe had been broken open, and its contents, silverware, taken; and an attempt had been made to rifle a second safe upstairs, containing a considerable sum of money. In this, however, the thieves were unsuccessful.

MANAGER'S THEORIES.

Mr. Octavius Smith, the manager of Messrs. Whiteaway, Laidlaw's Hongkong branch, told a Daily Press representative, yesterday afternoon, of sundry theories he had formed.

"It is clear that the robbery was the work of Chinese," he said, "for foot-prints discovered showed that the robbers had very small feet and were wearing Chinese shoes."

"It also seems possible that one or more of them had some knowledge of the 'geography' of the store, for the safe which was robbed was in a very unusual position, under a staircase on the ground-floor, and would in all probability have remained undiscovered by thieves who did not know where it was."

"Among the goods stolen were:

Fountain pens (average value \$10 apiece)	\$2,500
Silver cutlery	600
Silk handkerchiefs	2,000
Silk scarves	800
Jewelry clothing	1,000
Two suitcases	115
Total	\$7,015

"On the whole the value of the goods stolen may be estimated at between \$8,000 and \$10,000."

"It is fairly certain that the robbery was carried out during Sunday, because I visited the store personally on Saturday evening," added Mr. Smith, "and everything was all right then. The watchman on night duty outside heard nothing suspicious either on Saturday or Sunday nights, so that I conclude that the thieves must have done their work during daylight on Sunday."

On the police being notified yesterday morning, Detective Inspector Eamer (in charge of the case) with other officers, including an expert in finger-prints, at once made an examination of the premises. Inspector Cashman visited the store later in the day.

The most active enquiries are being prosecuted, which it is hoped may lead to the arrest of the robbers, who, it is thought however, probably travelled to Canton on the night of the robbery.

AN EPIC.

"THE COVERED WAGON"

LAST SHOW TO-DAY.

In "The Covered Wagon," to be seen at the Coronet for the last time to-day, everything is done on a heroic scale—romantic and campfire incidents. That is why the Paramount picture is commonly described as epic. It deals largely with real American heroes and heroines, illustrating one of the most fascinating features of American history, the winning of the West.

Parkman, long ago described vividly the trials and triumphs of those who ventured out on the Oregon trail. The conquest of the West has for decades been a favorite theme of novelists and historians. But "The Covered Wagon" taken from Emerson Hough's magazine sketches, is the first photo-drama to deal with Oregon trail adventures in a manner worthy of the splendid theme.

Lois, Wilson, J. Warren Kerrigan, Alan Hale, Ernest Torrence, Tully Marshall, Halie Johnson Fox, Charles Ogle, Ethel Wales and Guy Oliver play the leading roles. Miss Wilson, heroine of many screen productions appears as the pretty school-teacher for whose hand two of the younger adventurers fight desperately all the way across the plains.

INTIMATIONS

THE STAR FERRY COMPANY, LIMITED.

1.—NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING OF THE STAR FERRY COMPANY, LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & Co., Limited, Pender Street, Hongkong, on WEDNESDAY, the 14th day of JANUARY, 1925, at Noon, when the Subjoined Resolution will be proposed as an Extraordinary Resolution.

(a) That the following Article shall be inserted after Article 110 of the Articles of Association:

110A. (a) The Company in General Meeting may at any time pass a Resolution to the effect that it is desirable to capitalise any sum or sums of money being part of the Undivided Profits of the Company standing to the credit of the Company's Reserve Fund, and accordingly that such sum or sums be distributed as a Bonus among the Members in proportion to the Shares held by them respectively, and that the Directors be authorised to distribute among the Members any Undivided Shares or New Shares in like proportions.

(b) When any such Resolution as that referred to in the preceding paragraph shall have been passed, the Directors may also and issue to the Members as nearly as may be in proportion to the Shares held by them respectively and in satisfaction of the said Resolution, and prior to such distribution, the Directors may authorise any person on behalf of the Members to enter into any Agreement with the Company providing for the allotment through them of such Shares, credited as Paid Up Shares, as aforesaid, and in satisfaction of the said Resolution, and any Agreement made under such authority shall be effective.

(c) It shall be no objection to Resolutions passed under paragraph (a) of this Article that they are passed at the Meeting at which the Resolution is introduced as a Special Resolution, provided that due notice of the intention to propose such first mentioned Resolution shall have been given prior to the Extraordinary Meeting aforesaid.

2.—AND NOTICE IS HEREBY GIVEN THAT THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF THE STAR FERRY COMPANY, LIMITED, will be held at the said Office of Messrs. JARDINE, MATHESON & Co., Ltd., on MONDAY, the 2nd day of FEBRUARY, 1925, at Noon, for the purpose of receiving the Report of the Directors together with the accounts for the year ended on the 31st day of December, 1924.

3.—AND NOTICE IS HEREBY ALSO GIVEN THAT A FURTHER EXTRAORDINARY GENERAL MEETING of the above Company will be held at the said Office of Messrs. JARDINE, MATHESON & Co., Limited, on MONDAY the 2nd day of FEBRUARY, 1925, immediately after the conclusion of the Annual Meeting, for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting to be held on the 14th day of JANUARY, 1925, and of confirming, if thought fit, as a Special Resolution the above mentioned Resolution.

4.—AND NOTICE IS HEREBY ALSO GIVEN THAT AN ORDINARY GENERAL MEETING of the above Company will be held at the said Office of Messrs. JARDINE, MATHESON & Co., Limited, immediately after the conclusion of the last mentioned Meeting for the purpose of considering and, if thought fit, passing the following further Resolutions as Ordinary Resolutions, namely:

(a) That the authorised Capital of the Company (which is now \$400,000 consisting of 40,000 Shares of the nominal value of \$10 each, all of which have been issued) be increased to \$1,000,000 by the creation of 60,000 Additional Shares of the nominal value of \$10 each.

(b) That it is desirable to capitalise the Sum of \$400,000 being part of the Undivided Profits of the Company standing to the credit of the Company's Reserve Fund, and accordingly for the purpose of effecting such capitalisation in pursuance of Article 110A of the Company's Articles of Association a Bonus of \$10 per share on the issued Shares of the Company be and the same is hereby declared and that the Directors be and they are hereby authorised to satisfy such Bonus by the distribution amongst the Persons who are registered as Holders of the present issue of Shares of the Company on the 2nd day of February, 1925, of one of the Newly Issued Shares of the Company credited as Fully Paid Up in respect of every one Existing Share of the Company held by such Persons as aforesaid and that such New Ordinary Shares rank for Dividend and in every other respect pari passu with the Shares already issued.

(c) That the whole or any part of the Remainder of the Undivided Shares of the Company be disposed of in such manner at such time or times and upon such terms as the Company's Directors shall in their absolute discretion think fit.

THE REGISTERED SHARES of the Company will be CLOSED from MONDAY, the 20th day of January, 1925, to MONDAY, the 2nd day of February, 1925, both days inclusive, dated this 30th day of December, 1924.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.

ON SALE

HONGKONG HANDBOOK REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1923.

Revised by the Members.

PRICE

DAILY PRESS C 10

HONGKONG UNIVERSITY. THE SIXTEENTH CONGREGATION. SIR HENRY POLLOCK AND MR. JOHN SWIRE HONOURED.

The sixteenth Congregation of the University of Hongkong took place yesterday afternoon, when the Degree of Doctor of Laws (*Honoris Causa*) was presented to Sir Henry Pollock, K.C., and Mr. John Swire (*in absentia*).

The Great Hall of the University was crowded to its utmost capacity when the Procession, which included members of the Court Council and Senate of the University, proceeded to the platform. The Procession comprised:—

His Excellency The Chancellor.
The Vice-Chancellor.
The Dean, Faculty of Medicine and the Dean, Faculty of Arts and the Registrar.
H.E. Sir John Fowler and His Honour Sir Henry Gollan.
His Honour Mr. Justice Gompertz and Hon. Mr. Chaudhury.
Hon. Mr. J. H. Kemp and Hon. Mr. C. McI. Messer.
Hon. Mr. E. R. Hallifax and Hon. Mr. H. T. Cresswell.
Hon. Mr. P. H. Holyoak and Hon. Mr. E. D. C. Wolfe.
Hon. Mr. Chow Shou Son and Mr. Chan Siu Ki.
Hon. Mr. R. H. Kottewall and Dr. J. R. Addison.
Rev. Dr. T. W. Pearce and Mr. A. H. Barlow.
Mr. S. W. Tso and Mr. Ho Fook.
Mr. Ho Kam Tong and Mr. Ho Kwong.
Dr. R. M. Gibson and Mr. H. E. L. Dowbiggin.
Mr. M. P. Talati and Mr. J. R. Wood.
Mr. Mok Kon Sang and Mr. Fung Ping Shan.
Prof. H. G. Earle and Prof. W. Brown.
Prof. G. T. Byrne and Prof. F. A. Redmond.
Prof. J. Anderson and Prof. J. L. Shellhear.
Prof. W. Faid and Prof. J. W. N. Smith.
Dr. G. W. McKenny and Dr. G. H. Thomas.
Dr. E. P. Minnett and Rev. C. B. Shann.
Rev. J. Romanis Lee and Mr. D. W. Morley.
Mr. A. H. Fenwick and Mr. C. W. Keston.
Dr. Lai Hsi Chi and Mr. Au Tai Tin.
Dr. J. Fenton and Mr. A. S. Hett.
His Excellency the Chancellor declared the Congregation open, and the Band of the 1st Battalion East Surrey Regiment played the University anthem.

VICE-CHANCELLOR'S ADDRESS.
The Vice-Chancellor in presenting the honorary graduate said:—Your Excellency, I have to ask you to confer two honorary degrees. The first is on Mr. John Swire and the second on Sir Henry Edward Pollock, Knight and King's Counsel. The degree to Mr. John Swire was conferred some months ago before I was Vice-Chancellor of the University. I had hoped that Mr. Swire might have visited Hongkong, and have not yet abandoned hope that some day he will do so.

Mr. Swire is a Director and Senior partner of the firm of Messrs. John Swire & Sons, Limited, which trades with the Far East under the name of Messrs. Butterfield & Swire, otherwise the Taikoo firms of China. Mr. Swire, whose father was the founder of the firm, also was well-known in the Far East. Mr. Swire, who is the recipient of our honorary degree, has visited the Far East on several occasions, and I am told that on these occasions he evinced great interest in matters relating to the education of the Chinese.

Mr. Swire was educated at Eton and University College, Oxford. He has commercial interests to which must be added a great enthusiasm for horses. He is Master of fox-hounds in the County of Essex, and has published a book on "Anglo-French Horsemanship"—what ever that may be. (Applause.)

When the idea of this University was first mooted, the Taikoo firms made an offer of £40,000 (applause), an offer which, in the words of the first Chancellor of the University, made the realization of the scheme possible. That contribution has since been supplemented by a contribution of \$100,000 from Messrs. John Swire & Sons, Ltd., London, the income from which is devoted to the Engineering Department.

I need hardly remind my audience of the Taikoo Docks and the Taikoo Sugar Refinery. Speaking for myself and my colleagues, we shall not be satisfied until the graduates of this University find their way into these two undertakings as workers.

The University owes a great debt of gratitude to the Taikoo firms. If you would seek evidence of it I have merely to ask you to cast your eyes at the platform, where sits Mr. Middleton Smith, Taikoo Professor in Engineering. (Applause.) The senior officer of the firm has always been a member of the University Council and Finance Committee. I am sorry Mr. G. M. Young is not here this afternoon, but I am very glad to see Mr. Brown here in his place and other representatives of this great firm. It is our desire to ask for union and sympathy with the great commercial undertakings of this town, and look for help, guidance and advice.

Sir Henry Pollock, K.C. (applause) has recently been knighted by the King. Sir Henry Pollock was educated at Charterhouse, but left there at the early age of 18, first to go into a bank in Old Drury. There he remained for a year, but to everyone it was obvious that he was designed from birth to be a lawyer.

Having received £50 as a remuneration for his year's service, he withdrew to the shades of the Temple and studied law. He was called to the Bar in 1883, and came out to Hongkong in 1884, and was immediately admitted as a practitioner.

Since then Sir Henry has played many leading parts as Puisne Judge, Police Magistrate, Attorney-General—both here and in Fiji,—and also as Chairman of the Peace Celebration and War Memorial Finance Committee. As Chairman of the Housing Committee, he produced what our local Press described as a voluminous report. But this report does not exhaust the whole of Sir Henry's literary work. Sir Henry has already been an ardent supporter of Constitutional Reform on the lines of the Petition which went to the House of Commons. He has been a member of the University Court from the start of the University. (Applause.) I think I am right in saying he has never missed any meeting held. (Applause.)

It is almost a tradition to describe lawyers as possessors of characters which are dubious and witty. (Laughter.) A book published in English in the 13th century opened with a long diatribe concerning wrong-doers, and said "The lawyer shall never want of a living till the earth wanteth of men."

I trust Sir Henry will live long and when the times come for him to go, he has deserved well of the community among which he has been so long. (Applause.) In welcoming you, Sir Henry, to the not undistinguished company of honorary graduates of this University, we welcome you as a citizen with a great record of public service and devotion as a worker for the University, who has already done a great deal for it, and we ask that your co-operation and advice be continued. (Loud applause.)

Degrees were then presented among much applause from the Gallery which was packed with students.

After the honorary degree the following were presented:—
Degrees of Bachelor of Medicine and Bachelor of Surgery:
Tan Soo Kim.
To Shiu Hung.

Degree of Bachelor of Science (Engineering):
Yeow Tuck Onn.

Degree of Bachelor of Arts:
Tseng Kue Shan.
Wong Kwok Fong.
Wong Tin Sik.

SIR HENRY REPLIES.
Sir Henry Pollock replied, and said:—I feel it a very great honour to be here this afternoon to receive an honorary degree. My only regret is that I am not able to inform you, because it would not be correct, that I have earned the degree by my own tongue, and I feel rather bashful as a lawyer, to come before you for an honorary degree.

As I said just now I appreciate very much the honour done to me not merely for myself, but when I reflect upon the numerous distinguished men who have received that degree before me. Whilst I am speaking of my predecessors, perhaps you will allow me to say that there seems to be an impression abroad that the recipients of this degree are so intoxicated by it that they are unable to walk out of the room, but I would prefer to march out on my own feet. (Laughter.) I hope you will allow me to do so.

Students, I do not come before you as a stranger. I have been my privilege to give addresses on various subjects. You were good enough to listen for an hour on two occasions I gave lectures. You were very attentive yourselves and I propose to detain you only for a comparatively short time this afternoon. I am quite sure, students, you realise the great importance of the work which you are doing here in this University, and I hope that you will bear in mind that importance. I also venture to hope in the pursuit of your degree, whether of medicine or engineering, that you will not be led astray by the spirit of commercialism. In the scold profession of the law I can assure you there is a great deal to be obtained by doing work for the benefit of others. (Applause.)

You are perhaps tempted to feel that you, individually, are only a single unit, I would remind you that it is the very solitary men of the world who have been able in a great many cases to produce very great and striking results, and that each one of you can do a great deal, provided that you follow the traditions of the past, and you don't lay aside three qualities—namely respect for parents, respect for authority and respect for tradition.

I hope that in these days of change that you will still pay regard to these three qualities to which I have referred, and that you will also continue to exercise the great gifts of patience, perseverance and industry, which have so materially contributed to the welfare of your race.

I do not propose to say anything except in very general terms about the state of affairs we can see around us in the Republic of China. I will only say this, if you gentlemen are interested in the politics of China, I sincerely trust that you will put your weight into the scale of conciliation and not into the scale of violence. (Applause.)

I am convinced that only by means of passive co-operation between the leaders in China a successful issue out of the present troubles will be found, and if I may venture to do so, I should like to commend to them the splendid saying handed down from an old sage: "Within the four seas all men are brothers." His Excellency then declared the Congregation closed.

WEDDINGS. FRANKLIN—MURDOCK.

The wedding took place at the Peak Church yesterday afternoon of Mr. Frederick Percy Franklin, eldest son of the late Mr. and Mrs. Alfred Franklin, of Bournemouth, and Miss Gladys Livingston Murdock, daughter of the Rev. A. G. Murdock, M.A., B.D., and Mrs. Murdock, of Glass Huntley, Scotland. The Rev. H. Copley Moyle was the officiating clergyman. Mr. P. W. Greene gave away the bride, who had as bridesmaid Miss Margaret Turnbull, and as flower girl Miss Nancy Greene. Mr. A. Morley discharged the duties of best man.

Mrs. Quarles van Ufford acted as organist, playing the Wedding March and the hymn "The voice that breathed o'er Eden."

The bride's dress was of white charmeuse, trimmed with pearls and orange blossom. She wore a white georgette hat with ostrich feather trimming and carried a bouquet of pink and white roses and maidenhair fern.

The bridesmaid's dress was of silver charmeuse, trimmed with georgette and she wore a black cloche hat trimmed with pink and mauve georgette flowers. The little flower girl wore a cream figured net dress flounced over white charmeuse.

The bride's going away dress was of powdered blue wool morocain, embroidered and hat of black tulle with powdered blue silk trimming and crimson moss rosebuds.

A reception was held after the ceremony at No. 268, The Peak. The happy couple are going on a honeymoon trip to Amoy and Foochow.

The bridegroom is on the staff of the *Hongkong Telegraph* and the bride has been a nursing sister in the Government hospitals.

MARRIAGE OF MISS DAISY HO TUNG.

The wedding of Sir Robert Ho Tung's second daughter, Miss Daisy Ho Tung, to Mr. Ou-yung Kung Sai, eldest son of Mr. Ou-yung Wei Chong, a leading Cantonese merchant and banker of Hankow, took place last week at the Great Eastern Hotel in Shanghai.

Mr. Tang Shao Yi, the veteran diplomat, officiated. Mr. Ou-yung Tzu Hsiu was the best man and Miss Jean Ho Tung and Miss May Ho-yung were the bridesmaids. Mr. Kao Lang Ting's two daughters were flower girls. The wedding was celebrated before a very large representative gathering of friends and relations of the two families.

The hall was most tastefully decorated with flowers. The procession which wound its way from the bride's home at Seymour Road was accompanied by Moutrie's band and four Indian troopers. The bride wore a pink gown very richly embroidered. After the ceremony the young couple proceeded to their new home at Sinza Road.

QUADRUPLE WEDDING AT THE CATHEDRAL.

FOUR CHINESE BROTHERS MARRIED.

An interesting ceremony at which eight Chinese Christians were married, all four bridegrooms being brothers, took place at St. John's Cathedral yesterday afternoon.

The bridegrooms, Messrs. Ma Man Chung, Ma Man Kaap, Ma Man Hing, and Ma Man Fah, are sons of Mr. Ma Ying Piu, hon. managing director of the Sincere Company, who twenty-five years ago founded the business in Hongkong, and has since been largely instrumental in bringing it to its present remarkable state of prosperity, with branches in Shanghai, Hankow, Canton, and elsewhere.

His sons enumerated above were married respectively to Misses Wong Oi Chun, Katherine Cheek, Yeung Man Yung, and Kwok Lai Lin. The service was conducted by the Rev. Li Kau Yan; and the Rev. V. H. Copley Moyle afterwards pronounced a blessing, this being the only part of the ceremony which was spoken in English.

The church was elaborately decorated with greenery and white chrysanthemums, and an enormous floral bell, also of white chrysanthemums, was hung between the pillars of the arch fronting the main entrance to the Cathedral.

The wedding was timed for 2 p.m., and when a *Daily Press* representative arrived just before this hour, a large number of motor-cars had been parked all round the sacred building.

The Cathedral itself was packed with Chinese of both sexes and all ages, from squalling babyhood to decrepit senility; and more were continually arriving. Happily they showed their way in, and stood crammed together in the aisles and between the pews, chattering, laughing, while waiting for the bridal couples.

An octette of young men whose smiles rivalled their shiny silk topknots for beaming brilliance made their appearance at about half past two. These were the bridegrooms and their best men.

Shortly afterwards the brides arrived, and walked very slowly and with their heads held very low, up the aisle. They were each attired in white wedding dress and veil, in the European style, and were preceded by a very pretty little Chinese girl who carried a huge basket of flowers.

No sooner had they passed than the vast crowd of people standing in the aisles, surged forward towards the altar as the service commenced. An American who was present remarked that it was like "Bargain day" at a department store, but to the *Daily Press* representative it seemed more reminiscent of a mob football enthusiasts trying to rush the enclosure at a Cup Final.

SHIPMASTER'S NARROW ESCAPE FROM DEATH. CAPT. DE WOLF GORED BY A BUFFALO. SENSATIONAL PRAYA SCENE.

Captain de Wolf, the master of the *s.s. Hinchon*, belonging to the China Navigation Company, had a narrow escape from death yesterday.

He had just landed on the Praya from the Cheung Chau ferry and was travelling in a ricksha, accompanied by Mr. D. E. Donnelly in another, when close to Wing Lok Street, a buffalo which was being driven to the slaughter-house, ran amok and charged at Captain de Wolf.

The latter managed to scramble out of his ricksha before the enraged animal reduced it to matchwood. The beast then turned upon Captain de Wolf, and butted him to the ground three times, finally holding him down with one hoof on his ankle and goring him in the thigh.

Mr. Donnelly pluckily went to his companion's assistance, and, seizing the animal's right horn, he placed his knee against its neck in an attempt to prevent it from renewing the attack.

Inspector Lane, who had also just arrived from Cheung Chau, came up at this moment. He drew his revolver, but was unable to use it owing to the presence of a big crowd of Chinese who had gathered like magic, but who made no attempt to help. The Inspector added his strength to that of Mr. Donnelly, and the pair succeeded in holding the buffalo until the recumbent Captain de Wolf was got out of danger.

The injured man was taken to No. 7 Police Station, where his wounds were attended to. They were subsequently cauterized by Dr. Morrison. The Captain, who apart from the goring, was badly shaken and had had his clothes torn, returned to Cheung Chau later in the afternoon to rest.

Great credit is due to Mr. Donnelly for his prompt and plucky action, failing which it is probable that Captain de Wolf would have been killed.

THE GOVERNOR'S POWERS. APPEAL AGAINST MR. JUSTICE DYER BALL'S DECISION. JUDGMENT RESERVED.

The appeal against a decision of Mr. Justice Dyer Ball, in which the validity and effect of an order made by the Governor in Council is questioned, was resumed yesterday morning in the Supreme Court before the Chief Justice (Sir Henry Gollan) and the Puisne Judge (Mr. Justice Gompertz).

Sir Henry Pollock, K.C., appeared for the appellants, and Mr. Eldon Potter, K.C., for respondents.

Mr. Potter said that just prior to the adjournment of the case on December 23rd, it had been agreed that he, for the respondents, should bring evidence as to their not having had an opportunity of being heard before the Order in Council was made.

Sir Henry Pollock pointed out that he agreed with Mr. Potter as to their not having been given an opportunity before the order was made.

Mr. Potter said that if such an opportunity were not given, an order of this kind might be fraught with the most serious consequences to owners of property.

His Lordship referred Mr. Potter to the Law Report of a case which he himself (Sir Henry Gollan) had argued at Trinidad. The question of orders made by the Governor in Executive Council was dealt with in a case where the order had been made *ex-parte*.

Their Lordships reserved judgment.

CORRESPONDENCE. THE ENGLAND v. SCOTLAND BOWLING MATCH.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Re the so called Bowls International Match England v. Scotland reported in your paper this morning and which England are reported to have won, beating Scotland in 5 rinks out of 6, rinks playing, would you kindly allow me space in your paper strongly to protest against the assumption and presumption of the people who had the audacity to put forth the Teams representing Scotland, as in my opinion they are very far from being representative teams of Scottish Bowlers in this Colony. Out of the 24 players on the Scottish side not more than a dozen were in any way entitled, from a Bowling point of view, to play in a match which purported to be indicative of the relative merits of Scottish and English Bowlers in the Colony. From a perusal of the names the only conclusion I can come to is that quite a number of the Scottish players have been chosen not because they were in the smallest degree qualified as Bowlers but simply because they happen to be so called Taipans or would-be Taipans. Now, Mr. Editor, in the interests of historical accuracy and fair play, I think it only right that this criticism of this match should appear in your paper. Quite a few of the chosen for this match seem to possess an uncanny knack of always getting into the limelight, and it would be very interesting to a large number of bona fide League Bowlers to have an explanation of why they have been ignored in this match (if it is supposed to be a representative match between English and Scottish Bowlers in the Colony) and people brought in to play who have never even played in a League match and who make no endeavour throughout the Bowling season to qualify as Bowlers. The whole thing appears to be a bit of a comedy.—Yours faithfully,
"HONOUR WHERE HONOUR IS DUE."
Hongkong, January 3rd, 1925.

BOTH FOR QUALITY AND VARIETY YOU WILL BE PLEASED WITH PEEK FREAN'S BISCUITS.

CUSTARD CREAMS	per No. 1 tin	\$1.80
BOURBON	"	1.50
CREAM HORNS	per special tin	1.20
ORANGE & LEMON CREAMS	"	1.40
ASSORTED	"	—
FANCY CASTLE TINS	Each	.75
CHOCOLATE BISCUITS	per special tin	1.90
CREAM BRAZIL	per No. 1 tin	1.20
BIG GAME	"	1.40
OSWEGO	"	1.10
COMBINATION	"	1.10
PUNCH & JUDY	"	.95
NOAH ARK	"	.90
MARIE	"	1.00
THIN ARROWROOT	"	.85
SHORTCAKE	"	1.20
PETIT BEURRE	per No. 2 tin	1.70
"	per No. 1 tin	1.00
NICE	per No. 2 tin	1.85
"	per No. 1 tin	1.10
GINGER NUTS	per No. 2 tin	2.10
"	per No. 1 tin	1.10

LANE, CRAWFORD, LTD.

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Best Portland Cement

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TO CHOOSE FROM

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ANDERSON'S.

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LARGE OFFICES

on First Floor (Front)

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Powell's Building.

APPLY—
REGISTERED OFFICES,
WM. POWELL, LTD.,
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CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

TEST CRICKET.

ENGLAND STILL FIGHTING FOR VICTORY.

FIVE BOWLING BY 12.

MELBOURNE, January 5th.

There was a crowd of 330 present today to witness the continuation of the second Test match. The weather was glorious and the wicket perfect.

When stumps were drawn England had been disposed of for a total of 479 and Australia had lost 3 wickets for 63 runs in the second innings.

THE DAY'S PLAY.

Hobbs was out from the second ball bowled (1 for 283). Woolley one run later (2 for 284). Hearne pl on when 303 was on the board (3 for 303). At the luncheon interval, there had reached 338 without further loss. Hendren and Sutcliffe being here.

Hendren left at 373 for 373; Sutcliffe saw the fourth try registered, but left four runs later (404). At the tea interval 3 wickets were down for 412.

The crowd were keenly pointed at the failure of the first to break the record. Sutcliffe gave a good and excellent display while his was "rock-like." He was at the wicket 7 hours and 11 minutes, and four. He met with a tremendous on his return to the pavilion.

Hendren batted patiently hour, while Tate had a merry England's innings lasted 8 and 18 minutes.

The Australians started second innings in a sensational manner, leaving with only 3 on the board. A. Richardson bel at 13 and Ponsford's wicket fell at 27.

Tate bowled superbly.

The position at present

AUSTRALIA.

1st Innings.

W. Bardsley, c. Strudwick.

H. L. Collins, c. Strudwick.

Arthur Richardson, run.

M. Ponsford, b. Tate.

J. M. Taylor, run out.

Victor Richardson, run.

C. Kellaway, c. Strudwick.

A. E. Hartkopf, c. Ch.

Gilligan.

J. M. Gregory, c. Gilligan.

W. A. Oldfield, c. Gilligan.

A. A. Mailey, l.b.w. Doug.

Extras.

Total.

Bowling Analysis.

W.

Gilligan.

Tate.

Douglas.

Woolley.

Hearne.

Tyldesley.

Total.

Bowling Analysis.

W.

Gilligan.

Tate.

Douglas.

Woolley.

Hearne.

Tyldesley.

Total.

Bowling Analysis.

W.

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Tate.

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Hearne.

Tyldesley.

Total.

Bowling Analysis.

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Tyldesley.

JAVA-CHINA-JAPAN-LIJN.



REGULAR PORT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	FROM	Expected on or about	Will leave on or about	For
TJIKINI	SHANGHAI	9th Jan.	11th Jan.	MAKASSAR & SOERABAYA
TJIMANOK	SHANGHAI	15th "	17th "	SOERABAYA
TJILBOET	JAVA via MASAR.	15th "	17th "	YOKOHAMA
TJIBODA	JAVA via MASAR.	17th "	19th "	AMOI & SHANGHAI
TJIKEMBANG	JAVA via MASAR.	22nd "	24th "	SHANGHAI
TJISALAK	JAVA via MASAR.	24th "	26th "	BATAVIA
TJIKARANG	SHANGHAI	29th "	31st "	BATAVIA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.



KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA).

THE STEAMSHIP

"VAN OVERSTRATEN"

15th January, 1925

For SINGAPORE, PENANG and BELAWAN-DELI DIRECT

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

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"TOP NOTCH"



"King George IV"
Scotch Whisky

maintains its pre-war delicacy
of BOUQUET and FLAVOUR

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HONG KONG.

THE RED HAND

COMPOSITIONS LIMITED,
LONDON.

Contractors to the Admiralty, India Office, War Office,
Crown Agents for the Colonies, &c.

"THE RED HAND BRAND."

Antifouling Compositions for Ships' Bottoms.
Anticorrosive Paints, Ready mixed, for all purposes.

Supplies available from:

DODWELL & CO., LTD.
SOLE AGENTS.

ROTOR SHIP ON TRIAL. SAILING TESTS OFF KIEL.

[FROM "THE TIMES" SPECIAL
CORRESPONDENT.]

KIEL, December 3rd.

The first important public trial of the "rotor" system of wind-power drive for sea-going vessels, invented by Herr Anton Flettner, took place to-day in Kiel Bay. The equipment of the 800-ton schooner, *Buckau*, with "rotor" cylinders (large cylindrical towers made of sheet iron, which are revolved by small electric motors) in place of sails, is of absorbing interest as a scientific experiment, but I am strongly of opinion that any suggestion of revolutionizing commercial shipping would postulate the solution of many problems which scarcely appear to have been raised in public discussion of the matter.

The conditions in which the trial was carried out can hardly be described as favourable. Rain fell incessantly from start to finish. The winds were not such as provide a severe test, and no opportunity was given for the untidily crowd of spectators massed on the decks of a Hamburg pleasure steamer to obtain a clear insight into the manœuvring qualities of the *Buckau*.

Leaving the station wharf here at mid-day, we proceeded to the Kiel light-ship, where the *Buckau* had already taken up its position. At this time there was blowing an easterly wind of 12 ft. a second, and the *Buckau*, with her rotors revolving near the maximum rate of 120 revolutions a minute, attained a speed of five to six knots with a free wind.

The following four manœuvres were executed:—Tacking; sailing with free wind to starboard; wearing; and sailing with free wind to port.

The experiments of tacking and wearing were carried out by stopping and reversing one or other of the "rotor" towers as the ship came up into the wind, in exactly the same manner as one would have manipulated the fore and main sails of a sailing vessel. The towers were controlled from a switch-board on the bridge of the *Buckau* by Herr Flettner. They stopped and re-started with remarkable precision and rapidity, which must be attributed to the efficient action of roller bearings installed at the base of each tower and of the internal cones which revolve the towers.

The result of the trial suggested that the substitution of "rotors" for sails in vessels up to 3,000 tons is a practical possibility. At the same time, "rotor" ships are purely sailing vessels, and must be constructed as such, with fine lines in order to obtain greatest speed on the wind. The *Buckau* still lacks experience of stormy weather. Theoretically the force of a gale, when imposed on the revolving towers, should encounter far less resistance than on a spread of canvas, thereby causing a minimum loss of stability. But the action and effect of a confused sea, hurricane, or typhoon on the efficiency of the "rotors" and the stability of the whole structure—the thickness of the towers is only two millimetres—remain entirely problematical. The advantages of economy to be gained in reduction of crews through the use of "rotor" mechanism, when one remembers how sparsely sailing vessels need in any case be manned, appear to have been largely exaggerated.

Experts confessed to me this morning that they lacked information and opportunity of drawing a comparison between the *Buckau* and a sailing vessel of similar tonnage. Even according to the published estimates that "rotor" towers extract 15 times as much energy from the wind as the same area of canvas, it is uncertain whether ships of the *Buckau* type are suited for practical employment in ocean traffic. In the Mediterranean and the Baltic types of "rotor" ships might prove a paying proposition, if a sufficient increase over the speed of existing sailing vessels could be guaranteed. That is not, however, to predict any necessary change in the proportion between sail and steam tonnage.

In regard to the application of "rotors" as an auxiliary to the engines or motors of big ships, I was told by representatives of British shipping companies that in the present state of knowledge about the properties of "rotors" no projects of this kind can have immediate practical importance. The experiments conducted with model vessels in the tanks of a Göttingen laboratory have led to the successful conversion of the *Buckau* for "rotor" motion. But the mathematical principles and formulae which should determine "rotor" construction have hardly, as I understand, yet been discovered. In these circumstances it was not surprising that practical shipping men, recalling that every inch of deck space in a modern 10,000-ton freight carrier, the type of ship to which owners attach primary importance, is of value, should have wondered how to accommodate additional "rotor" towers of the necessary size and number on a vessel, when they saw the two 40-ft. towers whose bases extended from beam to beam on the 880-ton *Buckau*.

"RACY" NOTES.

"ONE ENGLISHMAN A FOOL; THREE A GREAT NATION."

The *Intransigent* has the story of an Englishman attached to the League of Nations who recently set himself to compose "thumbnail" sketches of the nations of the world. These were among his lightning definitions:

One Englishman is a fool; two Englishmen are a match; three Englishmen are a great nation.
One German is a pedant; two Germans make a *Traserei* (beer-house); three Germans make war.

One American is a millionaire; two Americans are two drunkards; three Americans are prohibition.

One Frenchman is a gossip; two Frenchmen are a conference; three Frenchmen mean a good dinner, and all that a good dinner leads to.

COAL

JAPAN, FORMOSAN AND
TSINGTAO.

SUZUKI & CO.,
LTD.

COAL DEPT.

China Building, 1st Floor. Tel. C. 464 & 465.

Food Cannot Upset Your Stomach

If you take two or three little tablets of Bismarck Magnesia immediately after eating. When you have pain in your stomach the trouble is due to excessive acid or food fermentation. Bismarck Magnesia Tablets neutralise the acid, stop the fermentation, and in five minutes your stomach is doing its work in a painless, normal manner. If you have dyspepsia, gastritis, indigestion, or just a plain every-day pain after eating, get to the nearest chemist and get some Bismarck Magnesia Tablets. A large flask costs very little and if you will take as directed you will find you can eat what you like without fear of any following discomfort. Further, it is usually found that the simple taking of Bismarck Magnesia adds strength and power to the vital organs: It is urged, however, that the "BISMAG" oval trade-mark sign be seen when purchasing.



AROSA PORT



OBTAINABLE EVERYWHERE.

THE NEW SYSTEM REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.			
Kobe via AMOI & SHANGHAI "KUTSANG"	Thursday	8th Jan.	7 a.m.
TSINGTAO via SWATOW	Thursday	8th Jan.	7 a.m.
SHANGHAI via SWATOW	Friday	9th Jan.	7 a.m.
TSINGTAO via SWATOW	Friday	9th Jan.	7 a.m.
MANILA	Saturday	10th Jan.	Noon
SHANGHAI via SWATOW	Sunday	11th Jan.	7 a.m.
HAIPHONG via HOIHOW	Sunday	11th Jan.	8 a.m.
TSINGTAO via SWATOW	Wednesday	14th Jan.	7 a.m.
SHANGHAI via SWATOW	Wednesday	14th Jan.	3 p.m.
STRAITS & CALCUTTA	Friday	16th Jan.	7 a.m.
SHANGHAI via SWATOW	Friday	16th Jan.	7 a.m.
Kobe via AMOI & MOJI	Tuesday	20th Jan.	7 a.m.
STRAITS & CALCUTTA	Tuesday	20th Jan.	3 p.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE	EVERY THREE DAYS
HONGKONG—MANILA LINE	EVERY SATURDAY From Born Ports
HONGKONG—HAIPHONG LINE	EVERY SUNDAY From Born Ports
HONGKONG—BORNEO LINE	EVERY SUNDAY
HONGKONG—TIENHSIN LINE	EVERY FORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENSHIEL"	7th Jan.	"GLENARA"	...	31st Jan.
"PENBROKESHIRE"	9th Jan.	"GLENBEG"	...	26th Jan.
"GLENIFFER"	9th Feb.	"GLENAR"	...	26th Jan.
"GLENOGLE"	19th Feb.	"GLENAR"	...	15th Feb.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.

Telephone: Central No. 215 sub-ex. 23, and Central 536.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED

TOKYO JAPAN

OLD AGENTS

DAI NIPPON BREWERY CO., LTD.

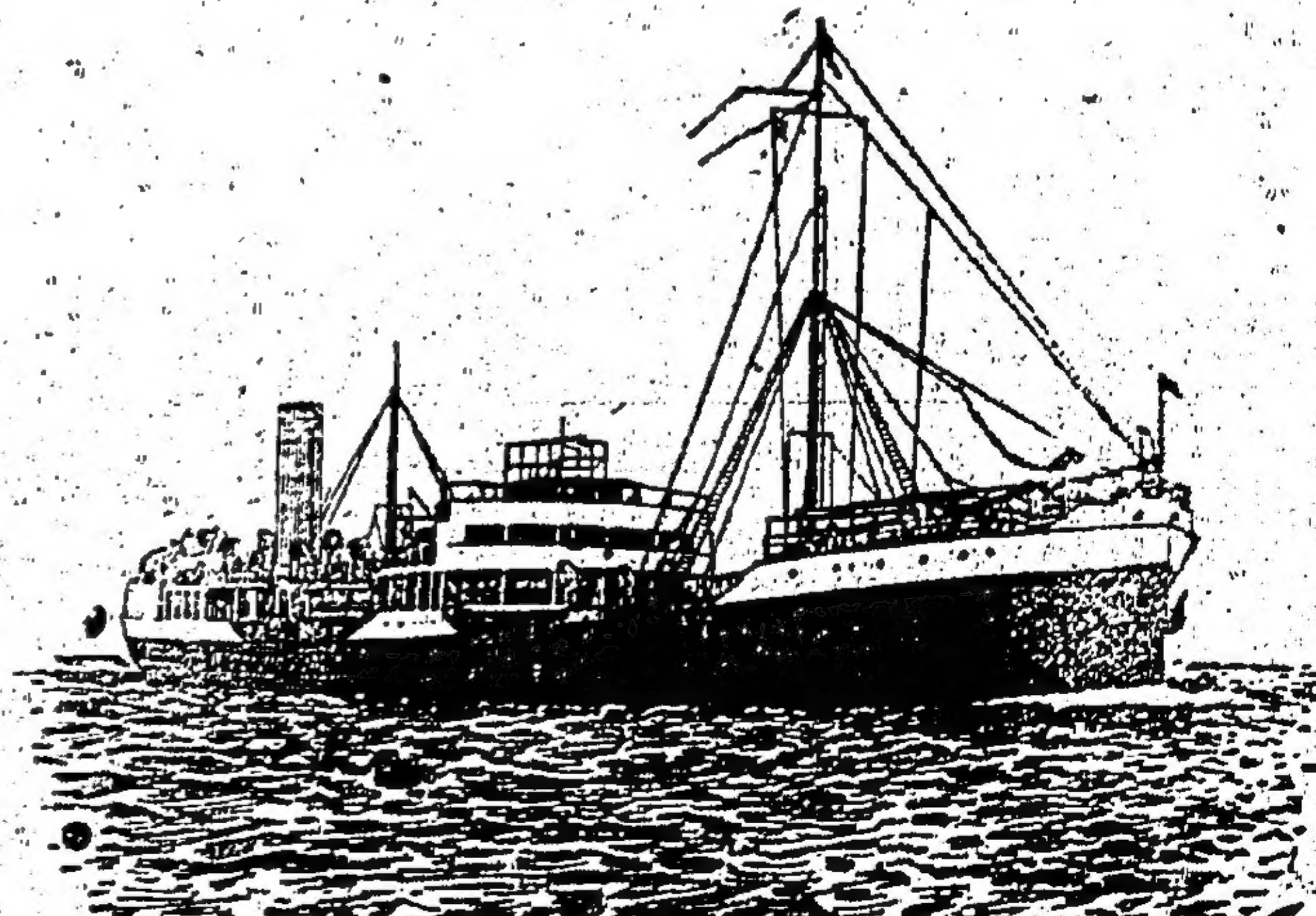
HONGKONG.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

(CODE) UNDER A.I.C. Fifth Edition; Engineering: First and Second; Water: Western Union and Watkins, Benson, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers Iron and Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDINA"

437' 0" x 12' 0" x 12' 0" 1,400 tons D.W. x 1,400 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK in the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these works to the same order.

Please address enquiries to the Chief Manager:

M. H. DYER, 30, MILN.A. Kowloon Dock, HONGKONG

VESSELS ADVERTISED AS LOADING

DESTINATION

NEW YORK & BOSTON via PANAMA	...
NEW YORK & BOSTON	...
BOSTON, N.Y., New York & Baltimore via SUZ.	...
SAN FRANCISCO, via S'HAL & JAP. PORTS & HONG	...
SAN FRANCISCO, &c.	...
VICTORIA & VANCOUVER, B.C., via SHANGHAI &	...
VICTORIA, SEATTLE & VANCOUVER via J. PORTS.	...
VICTORIA, SEATTLE & VANCOUVER	...
SEATTLE & VANCOUVER, via S'HAL, KORE & YOKOHAMA	...
MARSHALLS, &c.	...
MARSHALLS, &c.	...
MARSHALLS, &c.	...
MARSHALLS, LONDON IN AUSTRALIA via SINGAPORE,	...
HAVRE, LONDON, IN AUSTRALIA & HAMBURG	...
GENOA, MARSEILLE, LONDON, LIVERPOOL & GLASGOW	...
GENOA, MARSEILLE, ROTTERDAM, HAMBURG, BREMEN	...
AMSTERDAM, LONDON & HAMBURG	...
LONDON, ROTTERDAM & HAMBURG	...
AMSTERDAM, ROTTERDAM, HAMBURG, & BREMEN	...
BOMBAY & SINGAPORE & COLOMBO	...
STRAITS & CALCUTTA	...
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	...
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	...
SINGAPORE & BELAWAN-DELI	...
BRINDISI, VENICE & TRIESTE	...
SHANGHAI, CANTON & TIENTSIN	...
HONGKONG via HOBSON & PACIFIC	...
KELING via SWATOW & AMOY	...
SANDAKAN	...
AUSTRALIAN PORTS via MANILA	...
AUSTRALIAN PORTS	...
SHANGHAI, KORE & YOKOHAMA	...
TONGKAT via SWATOW & SHANGHAI	...
MOI & KORE	...
SHANGHAI, MOI & KORE	...
SHANGHAI, MOI & KORE	...
YOKOHAMA, SHANGHAI, KORE & MOI	...
SHANGHAI & DALNY	...
MOI & KORE	...
SHANGHAI, MOI & KORE	...
YOKOHAMA, KORE, MOI & SHANGHAI	...
TIENTSIN	...
BATAVIA	...
HONGKONG via HOBSON	...
SHANGHAI & SINGAPORE	...
SWATOW & BANGERA	...
SWATOW, AMOY & FUCHOW	...
SWATOW, AMOY & FUCHOW	...
MANILA	...
MANILA	...
MANILA	...
MANILA, SINGAPORE, COLOMBO, &c.	...
MANILA, LONDON, CANTON & ZAMBOANGA	...

Emil Kriebel, German str., 5,776 tons.
Capt. W. Fobel, from Hamburg,
which port she left on November 8th,
with a general cargo, lying at Kow-
loon wharf. Reuter Bruckmann &
Co.

Atchewong, Portuguese str., 263 tons.
Capt. Jose Mitines, from Kwang
Chow Wan, with a general cargo,
lying at Young Tai Ring wharf.
Hoi Gon S.S. Co.

Kashway, British str., 1,143 tons. Capt.
W. Paterson, from Shanghai, with
a general cargo, lying at buoy No.
32A-B & C.

Achudung, British str., 883 tons. Capt.
J. E. Peacock, from Singapore and
Miri, with a cargo of bulk oil, lying
at A.P.C. wharf—Asiatic Petroleum
Co.

Kwankiang, Portuguese str., 230 tons.
Capt. R. J. Nogueira, from Macao
with a general cargo, lying at buoy
No. 132—Sung Hong & Co.

Sidra, British str., 1,421 tons. Capt. A.
Melness, from Penang and Swatow
with a general cargo, lying at buoy
No. 18—Cheong Hoo.

Sudekuma Maru, Japanese str., 830 tons.
Capt. K. Aoka, from Swatow, lying
at buoy No. 153A-Y.K.K.

West Squemo, American str., 3,521 tons.
Capt. E. Soodstrup, from Manila
with a general cargo, lying at Swatow
enters.—Struthers & Barry.

January 23d.

Tingchowang, British str., from Canton
Funder, China str., 539 tons. Capt.
Nekano, from Chofuo, with a general
cargo, lying at buoy No. 43B—Shi
Tai Hong.

President Harrison, American str., 10,
tons. Capt. K. A. Ahlin, from New
York, which port she left on Jan. 11th,
with a general cargo, lying at
Kowloon wharf—Dollar S.S. Co.

Serebuna, British str., 1,594 tons. Cap-
t. K. Clark, from Shanghai, with
a general cargo, lying at buoy
No. 1-B & C.

Tokuma Maru, Japanese str., 1,294 tons.
Capt. T. Ishizaki, from Kowloon
Swatow, with a general cargo, lying
at buoy No. 153A-Y.K.K.

WEATHER REPORT.

January 1th.
Bandenberg Morn. for Batavia.
Kinchow, for Shanghai.
Lagan, for Canton.
Lingchow, for Canton.
Pink Leaf, for Tourane.
Sengo Morn. for Keelung.
 January 5th.
Aulmuden, for Singapore.
Chingking, for Shanghai.
Wintong, for Swatow.
Emil Kierlof, for Shanghai.
Foranow, for Shanghai.
Hoibowen, for Kwang Chow Wan.
Hoppong, for Swatow.
Hydranger, for Swatow.
Kalgua, for Swatow.
Kanking, for Canton.
Kitsukata Morn, for Canton.
Kwangtuh, for Canton.
Kwang Sung, for Canton.
Linchow, for Peking.
Bandeng, for Bangkok.
Koonwah, for Hoihow.
Kissho Morn, for Canton.
Olto, for Macao.
President Harrowen, for Manila.
Produce, for Kongsmoon.
Seitan, for Singapore.
Shanku Morn, for Singapore.
Szechuen, for Canton.
Taiyo Morn, for Taijag Bay.
Tschering, for Shanghai.
West Squaw, for San Francisco.
Yuetrib, for Peking.

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, January 5th.			
	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.13	30.17	30.10
Temperature	58	50	55
Humidity	75	72	75
Wind Direction	NNE	NNE	NNE
Force	0	1	3
Weather	0	0	0
Rain	0.33	0.0	0.0
Highest open-air Temperature	on 4th	...	60
Lowest open-air Temperature	on 5th	...	50

HONGKONG TIDE TABLE

From January 6th to 12th, 1925.

HIGH WATER.	LOW WATER.
-------------	------------

Days of Week.	Days of Month.	H'kong.		H'kong.	
		Standard Time.	Height.	Standard Time.	Height.
Tues.	6	h. 7 40 m. 13 33	ft. 4 3 in. 6 6	h. 1 51 m. 0 32	ft. 3 3 in. 3 3
Wed.	7	h. 7 13 m. 7 43	ft. 4 3 in. 7 2	h. 1 40 m. 3 38	ft. 3 3 in. 1 1
Thur.	8	h. 9 14 m. 8 12	ft. 4 2 in. 7 4	h. 3 40 m. 2 11	ft. 3 3 in. 1 1
Fri.	9	h. 9 42 m. 10 25	ft. 4 3 in. 7 6	h. 4 9 m. 2 40	ft. 3 3 in. 1 3
Satur.	10	h. 9 13 m. 10 59	ft. 4 3 in. 7 8	h. 4 41 m. 3 8	ft. 3 3 in. 1 1
Sun.	11	h. 9 45 m. 11 34	ft. 4 3 in. 7 5	h. 5 14 m. 3 40	ft. 3 3 in. 1 1
Mon.	12	h. 10 18 m. 11 34	ft. 4 3 in. 7 5	h. 5 14 m. 3 40	ft. 3 3 in. 1 1

NORDDEUTSCHER LLOYD BREMEN.

THE Steamer "DERFFLINGER"
having arrived from BREMEN, HAMBURG
and Ports, Consignees of Cargo are hereby
notified that their Cargo is being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co. Ltd., Kow-
loon, where delivery can be obtained.
All Goods remaining undelivered after the
7th instant, will be subject to Rent.
No Fire Insurance will be effected by us in
any case whatever.
Damaged Packages must be left in the
Godown for examination by the Consignees and
the Company's Surveyors, Messrs. Anderson
& Ashie, at 10 a.m., on the 6th January
1878.
No Claims will be admitted after the Goods
have left the Godown and all Claims must be
presented within two weeks of the Steamer's
arrival here, after which date they will not be
recognised.
Consignees are requested to surrender their
Bills of Lading to the Undersigned for
countersignature.
MELCHERS & CO.,
Agents,
1878] **NORDDEUTSCHE LLOYD BREMEN.**

VESSELS EXPECTED.

Atreus (Blue Funnel), due to-day.
Dongola (P. & O.), due January 7th.
 7 a.m.
Empress of Russia, due January 8th.
Euryptilus (Blue Funnel), due January
 25th.
Kamo Maru (N.Y.K.), due January 13th.
Knight Companion (Blue Funnel), due
 January 21st.
Meriones (Blue Funnel), due January
 16th.
President Jackson (Admiral Oriental),
 due January 24th.
President Madison (Admiral Oriental),
 due from Manila, January 8th, 7
 a.m.
President Van Buren (Dollar), due Jan-

VESSEL'S NAMES	FLAG	FOR PASSENGER APPLY TO	TO BE DESPATCHED
Tatsuno Maru	Jap.	Nippon Yusen Kaisha	On 1st Feb.
Eastern Prince	Brit.	Princes Line	On 8th inst.
Imien	Brit.	The Bank Line, Limited	On 17th inst., 11 a.m.
President Wilson	Am.	Pacific Mail S.S. Co.	On 14th inst.
West Jester	Am.	Strathairn & Pacific	On 3th inst.
Empress Asia	Brit.	Canton & Peking O. S. Ltd.	On 4th Feb.
Shizunoka Maru	Brit.	Nippon Yusen Kaisha	On 16th inst.
Philoctetes	Brit.	Batavia & Swire	On 10th inst.
Freddie Madison	Am.	Admiral Oriental Line	On 10th inst.
Chantilly	Brit.	P. & O. B. I. & A. L.	On 15th Feb.
Andre Lebon	Frenc.	Messageries Marit.	On 18th inst.
Amboise	Frenc.	Messageries Marit.	On 1st Feb.
Hakusan Maru	Jap.	Messageries Maritimes	On 14th inst.
City of Tokio	Brit.	Nippon Yusen Kaisha	On 13th inst.
Titan	Brit.	The Bank Line, Ltd.	On 14th inst.
Luhwaphoa	Brit.	Batavia & Swire	On 17th inst.
Elpenor	Ger.	Molchers & Co.	On 12th inst.
Gientara	Brit.	Batavia & Swire	On 21st inst.
Oudekerk	Dut.	Jardine, Matheson & Co., Ltd.	On 9th inst.
Tamba Maru	Jap.	Jawa-China Japan Lijn	On 34th inst.
Barrymore	Brit.	Nippon Yusen Kaisha	On 14th inst., 3 p.m.
Taira	Brit.	Jardine, Matheson & Co., Ltd.	On 9th inst., 1 m.s.
Sardinia	Brit.	P. & O. B. I. & A. L.	On 18th Feb.
Sicilia	Brit.	P. & O. B. I. & A. L.	On 21st inst.
Van Overstraten	Dut.	P. & O. B. I. & A. L.	On 15th inst.
Rosandra	Ital.	Jawa-China Japan Lijn	On 7th inst.
Chungking	Brit.	Dodwell & Co., Ltd.	On 7th inst.
Tai kwa Maru	Jap.	Batavia & Swire	On
Chikwa Maru	Jap.	Yamashita Kisen Kaisha	About
Makung	Brit.	Yamashita Kisen Kaisha	About
St. Marc	Brit.	Jardine, Matheson & Co., Ltd.	On 30th inst., 11 a.m.
St. Albans	Brit.	Nippon Yusen Kaisha	On 4th Feb.
Changsha	Brit.	P. & O. B. I. & A. L.	On 17th inst.
Totton Maru	Jap.	Batavia & Swire	On 8th inst.
Kwoongtang	Brit.	Jardine, Matheson & Co., Ltd.	On 3th inst., 7 a.m.
Tilawa	Brit.	P. & O. B. I. & A. L.	On 7th Feb.
Malwa	Brit.	P. & O. B. I. & A. L.	On 21st Feb.
Kalgan	Brit.	P. & O. B. I. & A. L.	About 14th inst.
Naxos	Ital.	P. & O. B. I. & A. L.	About 26th inst.
Tijkenburg	Dut.	Jawa-China Japan Lijn	On 10th inst.
Taima	Brit.	P. & O. B. I. & A. L.	On 9th inst., 4 p.m.
Morua	span.	Batavia & Swire	On 3th inst., 7 a.m.
Isla de Pansy	span.	Batavia & Swire	About 31st inst.
Chongghing	Dut.	Jardine, Matheson & Co., Ltd.	On 11th inst., 8 a.m.
Chongghing	Dut.	Jardine, Matheson & Co., Ltd.	On 13th inst., 11 a.m.
Minggang	Brit.	Batavia & Swire	On 6th inst., 11 a.m.
Teau	Brit.	Batavia & Swire	On 8th inst., 4 p.m.
Kalgan	Brit.	Douglas Lapraek & Co.	On 9th inst.
Hai-Ning	Brit.	Douglas Lapraek & Co.	On 7th inst., 2 p.m.
Hsinhou	Am.	Pacific Mail S.S. Co.	On 2th inst.
President Wilson	Am.	Canaugan Pacific U. S. Ltd.	On 10th inst. Noon
Empress Asia	Brit.	Jardine, Matheson & Co., Ltd.	On 25th inst.
Suisang	Am.	Admiral Oriental Line	On 3rd Feb.
President Jackson	Brit.	Batavia & Swire	On 12th inst.
Legaspi	Span.	Struthers & Barry	
West Chopak	Brit.		

HOME VIA CANADA

Hongkong to England					
	via Shanghai, Kobe, Yokohama.		Vancouver, Montreal & Quebec.		
	From Hongkong	Due Vancouver		From Canada	Due England
Empress Asia	Jan. 8	Jan. 26	Montclair	Feb. 6	Feb. 1
Empress Canada	Jan. 23	Feb. 9	Melita	Feb. 19	Feb. 2
Empress of Asia	Feb. 6	Feb. 23	Montclair	Mar. 6	Mar. 1

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Southampton, Glasgow, Belfast, Antwerp, Cberbourg and Hamburg.
Attolment of Cabins on Atlantic steamers held here and through tickets sold.
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Two Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
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Winnipeg, Montreal and Quebec.

The EMPRESS OF ASIA will sail from HONGKONG
at DAYLIGHT, TUESDAY, JANUARY 8th.

HONGKONG-MANILA SERVICE.

From Hongkong	Due Manila	From Manila	Due Hongkong	
Dec. 26	Dec. 28	EMPRESS CANADA	Dec. 29	Dec. 31
Jan. 9	Jan. 11	EMPRESS RUSSIA	Jan. 12	Jan. 14
Feb. 27	Mar. 1	EMPRESS ASIA	Mar. 1	Mar. 3

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and other **SCANDINAVIAN PORTS,**

About 26th January, 1925.

	Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Annam"	...	10th January, 1925	10th Feb. 19
M/S. "Australien"	...	12th February, "	15th March.
M/S. "Java"	...	7th March, "	"
M/S. "Chile"	...	15th April	"
M/S. "Afrika"	...	5th May	"

Subject to change without notice.

For further particulars, please apply to—
JOHN MANNERS & CO., LTD.
 Agents.

BOSTON AND NEW YORK DIRECT
AMERICAN & ORIENTAL LINE.

S.S. "MINERIC" via Suez Canal... .. 11th Jan.
 M.S. "CEDARBANK" via Suez Canal... .. 8th Feb.

For Freight and further Particulars, Apply to—
THE BANK LINE, LTD.,
 HONGKONG.

CALIFORNIA ORIENT LINE

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HONGKONG TO SAN FRANCISCO

VIA

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON"	January 17th at 11 a.m.
S.S. "PRESIDENT LINCOLN"	January 31st at 11 a.m.

For Freight subject to Change Without Notice.

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HONGKONG-MANILA

S.S. "PRESIDENT WILSON"	Sailing	January	7th, at 3
S.S. "PRESIDENT LINCOLN"	"	January	21st, at 2

For Full Information regarding Rates, Spaces, etc., Apply to—
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 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America G 406. G 420. G 440.
SHIZUOKA MARU Wednesday, 4th Feb.
YOKOHAMA MARU Tuesday, 27th Feb. a.m.
MARSEILLES, LONDON & ANTWERP via Singapore & Hongkong.
HAKUSAN MARU (Calls B'ham). Wednesday, 14th Jan. at 10 a.m.
KITANO MARU Wednesday, 29th Jan. at 10 a.m.
HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via **ADEN & MARSEILLES.**
SYDNEY & MELBOURNE via Manila Ports.
 AKI MARU Tuesday, 30th Jan.
 KISEIMA MARU Wednesday, 19th Feb.
NEW YORK & BOSTON via **PANAMA.**
 TATSUNO MARU Saturday, 10th Jan.
BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY	via Singapore, Penang & Colombo.	Monday,	12th Jan.
TAMBA MARU	" " " "	Wednesday,	21st Jan.
PENANG AMRU	" " " "	" " " "	" " " "
CALCUTTA	via Singapore, Penang & Rangoon.	Friday,	8th Jan.
GENOA MARU	" " " "	Sunday,	16th Jan.
OSAKA MARU	" " " "	" " " "	" " " "
NAGASAKI, KOBE & YOKOHAMA.	" " " "	Wednesday,	14th Jan.
MISHIMA MARU	" " " "	" " " "	" " " "
SHANGHAI, KOBE & YOKOHAMA.	" " " "	" " " "	" " " "
TOTTORI MARU	" " " "	Saturday,	16th Jan.
KAMO MARU	" " " "	Wednesday,	14th Jan.
ASUKA MARU	" " " "	Thursday,	15th Jan.
KATORI MARU	" " " "	Tuesday,	27th Jan.

Fur further information, apply to—
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"CITY OF TORIO" ... 11th Jan. ... Havre, London, R'dam, Hamburg

PASSENGER SERVICE.

"CITY OF KARACHI" ... 20th Jan. ... Marseilles, London, etc.
"CITY OF BARODA" ... 4th March ... Do.
"TRAFFORD HALL" ... 11th April ... Do.

FARES TO LONDON.

Single 1st Class "A" ... 2nd "B" ... 3rd "C" ... 4th "D" ... 5th "E" ... 6th "F" ... 7th "G" ... 8th "H" ... 9th "I" ... 10th "J" ... 11th "K" ... 12th "L" ... 13th "M" ... 14th "N" ... 15th "O" ... 16th "P" ... 17th "Q" ... 18th "R" ... 19th "S" ... 20th "T" ... 21st "U" ... 22nd "V" ... 23rd "W" ... 24th "X" ... 25th "Y" ... 26th "Z" ... 27th "AA" ... 28th "AB" ... 29th "AC" ... 30th "AD" ... 31st "AE" ... 32nd "AF" ... 33rd "AG" ... 34th "AH" ... 35th "AI" ... 36th "AJ" ... 37th "AK" ... 38th "AL" ... 39th "AM" ... 40th "AN" ... 41st "AO" ... 42nd "AP" ... 43rd "AQ" ... 44th "AR" ... 45th "AS" ... 46th "AT" ... 47th "AU" ... 48th "AV" ... 49th "AW" ... 50th "AX" ... 51st "AY" ... 52nd "AZ" ... 53rd "BA" ... 54th "BB" ... 55th "BC" ... 56th "BD" ... 57th "BE" ... 58th "BF" ... 59th "BG" ... 60th "BH" ... 61st "BI" ... 62nd "BJ" ... 63rd "BK" ... 64th "BL" ... 65th "BM" ... 66th "BN" ... 67th "BO" ... 68th "BP" ... 69th "BQ" ... 70th "BR" ... 71st "BS" ... 72nd "BT" ... 73rd "BU" ... 74th "BV" ... 75th "BW" ... 76th "BX" ... 77th "BY" ... 78th "BZ" ... 79th "CA" ... 80th "CB" ... 81st "CC" ... 82nd "CD" ... 83rd "CE" ... 84th "CF" ... 85th "CG" ... 86th "CH" ... 87th "CI" ... 88th "CJ" ... 89th "CK" ... 90th "CL" ... 91st "CM" ... 92nd "CN" ... 93rd "CO" ... 94th "CP" ... 95th "CQ" ... 96th "CR" ... 97th "CS" ... 98th "CT" ... 99th "CU" ... 100th "CV" ... 101st "CW" ... 102nd "CX" ... 103rd "CY" ... 104th "CZ" ... 105th "DA" ... 106th "DB" ... 107th "DC" ... 108th "DD" ... 109th "DE" ... 110th "DF" ... 111th "DG" ... 112th "DH" ... 113th "DI" ... 114th "DJ" ... 115th "DK" ... 116th "DL" ... 117th "DM" ... 118th "DN" ... 119th "DO" ... 120th "DP" ... 121st "DQ" ... 122nd "DR" ... 123rd "DS" ... 124th "DT" ... 125th "DU" ... 126th "DV" ... 127th "DW" ... 128th "DX" ... 129th "DY" ... 130th "DZ" ... 131st "EA" ... 132nd "EB" ... 133rd "EC" ... 134th "ED" ... 135th "EE" ... 136th "EF" ... 137th "EG" ... 138th "EH" ... 139th "EI" ... 140th "EJ" ... 141st "EK" ... 142nd "EL" ... 143rd "EM" ... 144th "EN" ... 145th "EO" ... 146th "EP" ... 147th "EQ" ... 148th "ER" ... 149th "ES" ... 150th "ET" ... 151st "EU" ... 152nd "EV" ... 153rd "EW" ... 154th "EX" ... 155th "EY" ... 156th "EZ" ... 157th "FA" ... 158th "FB" ... 159th "FC" ... 160th "FD" ... 161st "FE" ... 162nd "FF" ... 163rd "FG" ... 164th "FH" ... 165th "FI" ... 166th "FJ" ... 167th "FK" ... 168th "FL" ... 169th "FM" ... 170th "FN" ... 171st "FO" ... 172nd "FP" ... 173rd "FQ" ... 174th "FR" ... 175th "FS" ... 176th "FT" ... 177th "FU" ... 178th "FV" ... 179th "FW" ... 180th "FX" ... 181st "FY" ... 182nd "FZ" ... 183rd "GA" ... 184th "GB" ... 185th "GC" ... 186th "GD" ... 187th "GE" ... 188th "GF" ... 189th "GG" ... 190th "GH" ... 191st "GI" ... 192nd "GJ" ... 193rd "GK" ... 194th "GL" ... 195th "GM" ... 196th "GN" ... 197th "GO" ... 198th "GP" ... 199th "GQ" ... 200th "GR" ... 201st "GS" ... 202nd "GT" ... 203rd "GU" ... 204th "GV" ... 205th "GW" ... 206th "GX" ... 207th "GY" ... 208th "GZ" ... 209th "HA" ... 210th "HB" ... 211st "HC" ... 212nd "HD" ... 213th "HE" ... 214th "HF" ... 215th "HG" ... 216th "HH" ... 217th "HI" ... 218th "HJ" ... 219th "HK" ... 220th "HL" ... 221st "HM" ... 222nd "HN" ... 223rd "HO" ... 224th "HP" ... 225th "HQ" ... 226th "HR" ... 227th "HS" ... 228th "HT" ... 229th "HU" ... 230th "HV" ... 231st "HW" ... 232nd "HX" ... 233rd "HY" ... 234th "HZ" ... 235th "IA" ... 236th "IB" ... 237th "IC" ... 238th "ID" ... 239th "IE" ... 240th "IF" ... 241st "IG" ... 242nd "IH" ... 243rd "II" ... 244th "IJ" ... 245th "IK" ... 246th "IL" ... 247th "IM" ... 248th "IN" ... 249th "IO" ... 250th "IP" ... 251st "IQ" ... 252nd "IR" ... 253rd "IS" ... 254th "IT" ... 255th "IU" ... 256th "IV" ... 257th "IW" ... 258th "IX" ... 259th "IY" ... 260th "IZ" ... 261st "JA" ... 262nd "JB" ... 263rd "JC" ... 264th "JD" ... 265th "JE" ... 266th "JF" ... 267th "JG" ... 268th "JH" ... 269th "JI" ... 270th "JJ" ... 271st "JK" ... 272nd "JL" ... 273rd "JM" ... 274th "JN" ... 275th "JO" 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"MD" ... 343rd "ME" ... 344th "MF" ... 345th "MG" ... 346th "MH" ... 347th "MI" ... 348th "MJ" ... 349th "MK" ... 350th "ML" ... 351st "MM" ... 352nd "MN" ... 353rd "MO" ... 354th "MP" ... 355th "MQ" ... 356th "MR" ... 357th "MS" ... 358th "MT" ... 359th "MU" ... 360th "MV" ... 361st "MW" ... 362nd "MX" ... 363rd "MY" ... 364th "MZ" ... 365th "NA" ... 366th "NB" ... 367th "NC" ... 368th "ND" ... 369th "NE" ... 370th "NF" ... 371st "NG" ... 372nd "NH" ... 373rd "NI" ... 374th "NJ" ... 375th "NK" ... 376th "NL" ... 377th "NM" ... 378th "NN" ... 379th "NO" ... 380th "NP" ... 381st "NQ" ... 382nd "NR" ... 383rd "NS" ... 384th "NT" ... 385th "NU" ... 386th "NV" ... 387th "NW" ... 388th "NX" ... 389th "NY" ... 390th "NZ" ... 391st "OA" ... 392nd "OB" ... 393rd "OC" ... 394th "OD" ... 395th "OE" ... 396th "OF" ... 397th "OG" ... 398th "OH" ... 399th "OI" ... 400th "OJ" ... 401st "OK" ... 402nd "OL" ... 403rd "OM" ... 404th "ON" ... 405th "OO" ... 406th "OP" ... 407th "OQ" ... 408th "OR" ... 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609th "WK" ... 610th "WL" ... 611st "WM" ... 612nd "WN" ... 613th "WO" ... 614th "WP" ... 615th "WQ" ... 616th "WR" ... 617th "WS" ... 618th "WT" ... 619th "WU" ... 620th "WV" ... 621st "WW" ... 622nd "WX" ... 623rd "WY" ... 624th "WZ" ... 625th "XA" ... 626th "XB" ... 627th "XC" ... 628th "XD" ... 629th "XE" ... 630th "XF" ... 631st "XG" ... 632nd "XH" ... 633rd "XI" ... 634th "XJ" ... 635th "XK" ... 636th "XL" ... 637th "XM" ... 638th "XN" ... 639th "XO" ... 640th "XP" ... 641st "XQ" ... 642nd "XR" ... 643rd "XS" ... 644th "XT" ... 645th "XU" ... 646th "XV" ... 647th "XW" ... 648th "XX" ... 649th "XY" ... 650th "XZ" ... 651st "YA" ... 652nd "YB" ... 653rd "YC" ... 654th "YD" ... 655th "YE" ... 656th "YF" ... 657th "YG" ... 658th "YH" ... 659th "YI" ... 660th "YJ" ... 661st "YK" ... 662nd "YL" ... 663rd "YM" ... 664th "YN" ... 665th "YO" ... 666th "YP" ... 667th "YQ" ... 668th "YR" ... 669th "YS" ... 670th "YT" ... 671st "YU" ... 672nd "YV" ... 673rd "YW" ... 674th "YX" ... 675th "YY" 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